



May 27, 1915

10¢



Leslie's

Illustrated Weekly Newspaper
Established in 1855



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The Schweitzer Press



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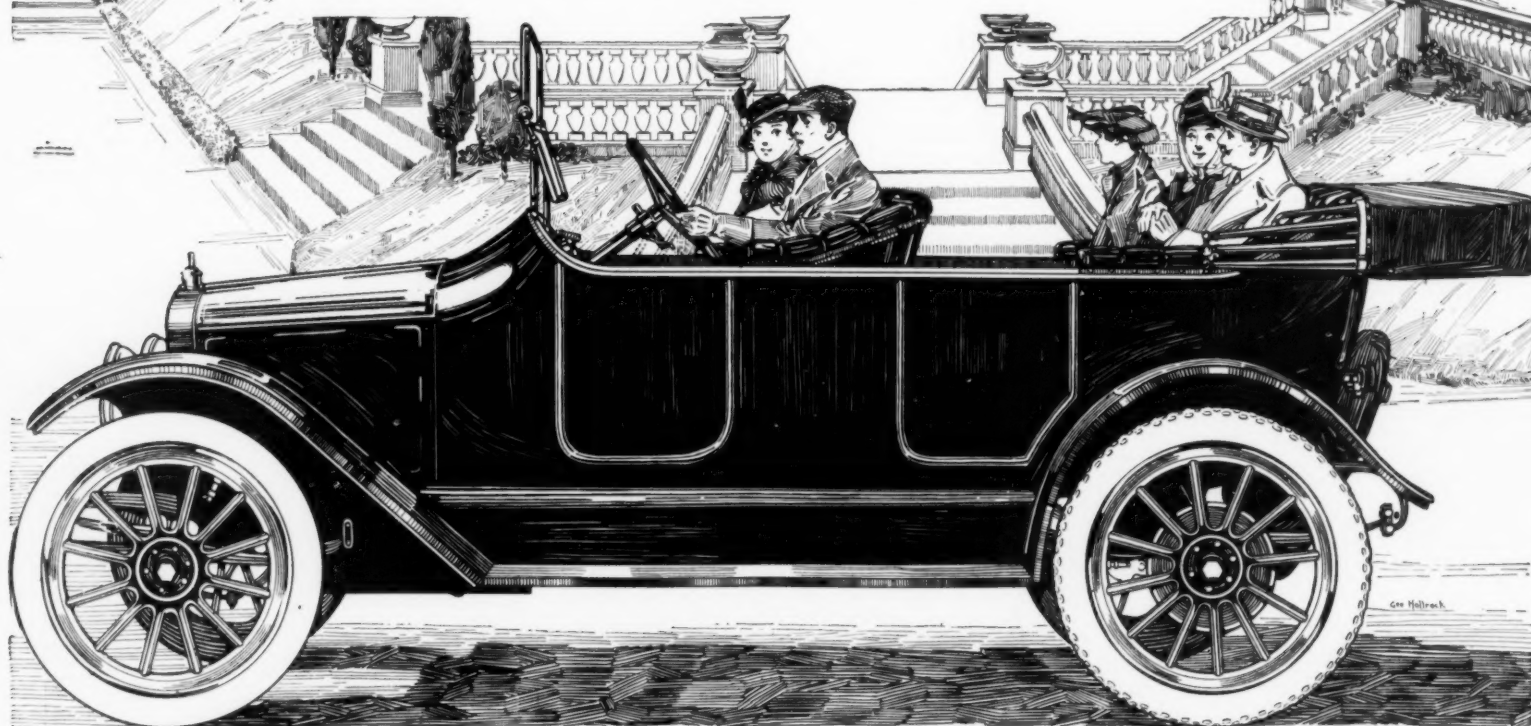
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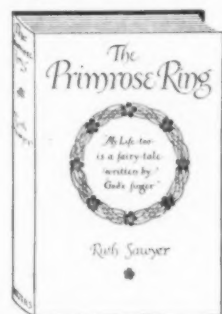


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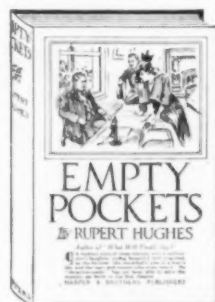


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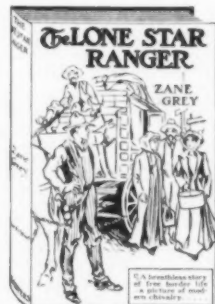


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Leslie's

Illustrated Weekly Newspaper

THE OLDEST ILLUSTRATED WEEKLY NEWSPAPER IN THE UNITED STATES
ESTABLISHED DECEMBER 15, 1855

Edited by JOHN A. SLEICHER

"In God We Trust"

CXX

Thursday, May 27, 1915

No. 3116

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Perhaps you say—"I've tried and tried, but found nothing that ends a corn."

You might keep trying for years, Madam. There are a hundred ways which don't. Most of them are very much alike.

But remember this:

There is one way which has removed 70 million corns. It is now removing half the corns that grow.

It's a plaster which contains a bit of wondrous wax. It ends the corn pain in a jiffy. It ends the corn itself in two days. It gently loosens the corn until it comes out without any pain or soreness.

When you merely pare corns—

When you use some folderol—

Bear this in mind. There are folks all around you—users of Blue-jay—who never suffer corns. You are wronging yourself when you fail to do what they do.

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Last year more MURADS
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Anargyros
A CORPORATION
Makers of the Highest
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Egyptian Cigarettes
in the World

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"See America First"
means See Glacier
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In this tremendous out-of-door-land a glorious vacation is awaiting you.

Vacations to suit every taste are possible. You may tour the Park by auto-stage, on horse-back or a-foot. You may stop at luxurious mountain hotels and delightful chalet groups, or in a pack sack you may "take your hotel with you."

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By through overland trains, from Chicago, St. Paul, Minneapolis, Kansas City, via Glacier Park, Spokane, Cascade Mountains, Seattle, Tacoma, Portland—enroute a tour of Glacier National Park—aboard new steamships Great Northern and Northern Pacific a voyage down the Pacific, Portland via Astoria to San Francisco—travel this "Great Northern way" going to or returning from the Expositions.



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Leslie's Illustrated Weekly Newspaper

New York, May 27, 1915

EDITORIAL

Let the Thinking People Rule!

The Cost of High Living

EIGHTY-EIGHT million gallons of whiskey were made in the United States last year. Who drank it all?

Fifteen billion cigarettes were manufactured in the United States last year. Who smoked them all?

Thirty-two million pounds of snuff were manufactured in the United States last year. Who did all the sneezing?

Two hundred and twenty million pounds of smoking tobacco were made in the United States last year. Who had all the pipe dreams?

Eight and a half billion cigars were made in the United States last year. Who made all the smoke?

Half a billion packages of chewing gum were manufactured last year in the United States. Who worked their jaws?

Twenty thousand moving picture theaters paid \$25,000,000 for films last year and 11,000,000 persons saw the moving pictures. Where did they get all the dimes and nickels?

Ten billion copies of newspapers were printed in this country last year. Who took time to read them?

One hundred and seventy thousand clergymen preached in two hundred and twenty thousand churches last year, and the congregations, of all denominations, numbered forty million. Who went to church?

It is interesting to know what is going on in this country—the things that people are doing and who are doing them—and why.

The Freedom of the Seas

ONLY an extraordinary event would justify a recognized leader of American public opinion, like the New York Herald, in placing all its pages conspicuously in deepest mourning. The Herald did this in the issue that chronicled the terrible tale of the sinking of the Lusitania. The self-restraint manifested by the American people, under the most exasperating conditions, deserves the highest commendation and the attitude of the administration at Washington in refusing to be swept from its feet by the first wild outburst of public indignation is deserving of highest praise.

The terrifying incident has inflamed the war passions both of combatants and neutrals. It must impress upon the civilized world the imperative necessity of establishing new rules of naval warfare by which the rights of neutrals will be respected and the limitations of the activities of the submarines—the new element of naval warfare—be clearly defined.

As President Wilson has intimated, there is no need of rushing into war with anybody. We can bide our time as we did, during the war between the States, when the French invaded Mexico and challenged the Monroe Doctrine. We can trust the Administration to bear in mind the solemn duty that devolves upon the President, not only to maintain the honor of the nation, but to avoid, if possible, American entanglement in a European struggle.

Norman Angell, the well-known English author, in an interesting article in the North American Review, says: "The American merchant cannot sell a sack of wheat nor a ton of iron to any country, although that country may be at peace with him and with the rest of the world, save by the permission of a foreign naval bureaucrat. An American ship can be searched, its cargo can be turned upside down, can be held up indefinitely by a British lieutenant and the fiat of a British court will decide the fate of the American merchants' enterprise." This is an astonishing statement. Now comes Germany's submarine with its warning to our merchantmen to keep off the seas. Great Britain dominates the Atlantic and justifies its action in enforcing a stringent blockade against our merchantmen, by the necessities of an awful war.

We have submitted because we had to, but how long will we submit, if, in some future world struggle, Japan should outstrip Great Britain and with a larger navy declare its sovereignty over the Pacific as Great Britain has over the Atlantic ocean? Under the present interpretation of international law, we have protested against interference with our trade with neutral nations, but we submit. We bide our time. That time will come at the close of the war when a treaty of peace must be drafted.

It will be the paramount duty of the United States to insist that that treaty shall clearly define the trading rights of neutrals. It is our present duty to build a navy that will be able to enforce our rights. With such a navy, it will only require a fair understanding with Great Britain to make our joint supremacy of the Atlantic and Pacific oceans equivalent to the supremacy of the seas. What could be more conducive to the world's permanent peace?

As the late Admiral Mahan said: "Control of the sea by maritime commerce and naval supremacy means the predominant influence of the world. It is impossible that that control ever again will be exercised as once it was by a single nation." Let the close of this awful war justify this prediction.

Amen and Amen!

Prayer delivered by Senator Root in the absence of a clergyman, as presiding officer, in opening the New York State Constitutional Convention, May 5th.

ALMIGHTY GOD, we pray Thee to guide our deliberations. Make us humble, sincere, devoted to the public service. Make us wise, considerate of the feelings and the opinions and the rights of others. Make us effective and useful for the advancement of Thy cause of peace and justice and liberty in the world. For Christ's sake. Amen.

A Burning Question

ON the other side of the globe, the "open door" policy is in the gravest danger. We have guaranteed the integrity of that policy. So have several other interested powers. But it's in very great danger, just the same, in spite of the honeyed assurances of a wily Oriental nation, for those "other powers" are too busy, just now, to look out for it. What are we going to do about it? What can we do?

We look upon China with a peculiar feeling of pity. The greatest mass of population on earth; wealth untold in her alluvial lands and underlying her rugged hills; industrious, frugal, clever; but absolutely at the mercy of any "first-rate" power whose hands are not tied by fear that other "first-rate" powers might object. How like to China is the United States of America! The greatest mass of population in any fully civilized nation on earth; wealth untold—that in palpable form exceeding the combined wealth of any two other nations; industrious and clever, though not particularly frugal; and absolutely at the mercy of any "first-rate" power which chooses to say "What are you going to do about it?"

The Abyssinian army has 200,000 men. We have less than half that number, and two-thirds of our handful are needed for fixed posts—coast defense forts, Panama Canal, Philippines, Hawaii. Thirty thousand is our entire mobile force—one-seventh of that of the great Abyssinian nation—far less than a single German army corps, and Germany has fifty-eight such army corps in her "first line"—less, even, than one of the Mexican bandits was able recently to muster for a single battle, while still keeping other points covered. What are we going to do about it?

Japan which threatens the "open door" has four heavy armored ships which could steam in circles around the fastest battleship we have—strike when the chance came—elude our pursuit, cut off our stragglers, clear the Pacific in three weeks of every American ship, isolate Hawaii and the Philippines, and make our great and glorious Uncle Sam just a little more of a laughingstock than now—routed by an Oriental power of half our population and one-sixth our wealth. What are we going to do about it?

The late chief of naval operations testified before a congressional committee that it would take five years to put our navy in shape to fight an efficient enemy. Admiral Fiske has now been detailed to other duties. The officer in charge of our submarines testified that only one boat was in condition for service. Admiral Fletcher reports the Atlantic battleship fleet short several thousand men; and there are only skeleton crews on the dozen or more battleships in reserve. We haven't a single scout less than ten years old, and the three we have are obsolete, poorly armed, utterly deficient in speed. England builds eight scouts per year, each capable of making 30 knots, and reports a great shortage now in this type of vessel. Only one of ours ever reached 26 knots, and she can't make that now.

Not an armored ship in our entire fleet can reach 22½ knots. Japan has six from 22½ to 30 knots, Italy has ten, Russia ten, France six (since the loss of the *Gambetta*), while England and Germany count them almost in dozens. The *Blucher* was sunk because she was too slow to keep up with her consorts or to escape from the English ships, yet she was three knots faster than our fastest. What are we going to do about it?

We can gnash our teeth, and shake our fists, and say all sorts of unpleasant things, but what can we do? *Gudflight, Falaba, Cushing, Lusitania!* President Wilson stated last February that "the United States would be compelled to take any steps necessary to safeguard American lives and property and to secure to American citizens the full enjoyment of their acknowledged rights on the high seas." Fine words, but how are we going to do it?

The Wonders of America

IF all the world were blind, presumably nobody would travel. Observation cars, sight-seeing vehicles, lofty monuments with their look-outs and all the fascinating observatories on top of the great mountains of the world would have no reason to exist.

Yet it is said that some blind persons know more about the world's geography and its most attractive natural beauties than those possessed of their eyesight. The blind man may not see, but he can study the routes of

travel and imagination can picture for him what the lecturer or the words of the printed page may describe.

Great scholars are not always great travelers, but no well-traveled man or woman is without a wider scope of view than the stay-at-home, even though the latter may be a book worm. Travel is the best of all educators. To get the best conception of our own country's growth and wonderful prosperity, one must travel.

Impressive as are the natural wonders of the land—Niagara Falls, the great caverns of Virginia and Tennessee, the national parks, Yosemite Valley, the Grand Canyon, the big trees, the petrified forests, and all the other landmarks of nature, the traveler who would learn the story of the United States will not find it in these wonders but written in the history of the cities which sprang up from the prairie over night, which grew from army posts to thriving communities of hundreds of thousands, and in some instances, millions.

These are the marvels of the United States. These are the monuments of a vigorous, industrious, ambitious, hopeful and patriotic people. Take any route across the wide continent and you pass them, one after the other, all the way from Boston to San Francisco, Seattle or Los Angeles.

In this year, when we are all eager to "see America first," let us bear in mind the educational value of a brief stay on the routes of travel at the cities that are the milestones of its progress, the centers of industrial activity, of agricultural development, and of mineral wealth, and never forget as you are carried in safety, comfort and luxury the debt this country and its people owe to those who have built the splendid system of railways of the United States, with the best accommodations and the lowest rates the whole world affords.

The Plain Truth

TERRIBLE! Every day the awful war continues costs more to Great Britain than the value of the ill-fated *Lusitania* with all its cargo, estimated at over \$10,000,000. Every day of the brutal war sacrifices tenfold the number of lives lost by the sinking of the great vessel. How this brings home to us the horrors of war. Does it teach us a lesson?

ADVERTISING! No better proof can be given of the permanence of advertising as the "right hand of business," than the fact that 10,000 advertising men are to get together in a mammoth convention at Chicago, June 20th to 24th. These men who make business history by writing the "news of business" are to meet and discuss ways and means of making advertising better and more efficient for those who advertise, and more helpful to the public which read the advertisement. It is a high tribute to the profession of advertising that its members are so eager for constant self-betterment. Genuine builders of business they are who make "truth" their watch-word, and "better service" their constant ambition.

GOLF! In the dark days of the war between the States when sectional feeling was as intense as that which exists now between the belligerents in Europe, President Lincoln was vilified for telling an occasional humorous story to a visitor. In an explanation to a friend, he said, with tears in his eyes, "If I could not divert my mind in some way, from the awful responsibilities that rest upon me, I would break down." Those critics of President Wilson's action in playing golf at the time of the *Lusitania* disaster have nothing to be proud of. Few realize the burdens of the chief magistrate. It is the part of wisdom for him, and essential to his well being, that he should break away from the oppressive cares of office as often as possible and seek recreation in the open air. Let the President play golf as often as he can snatch a spare hour or two from the accumulating duties of the day.

BUSINESS! At least one of the new senators in the 64th Congress has announced beforehand, and very distinctly, that he favors a constructive, and not a destructive, policy as regards "big business." It is a pleasure to note that this truly progressive legislator is the Hon. James W. Wadsworth, who represents the Empire State. Mr. Wadsworth spoke recently at the New York Credit Men's dinner, and never has a public man expressed sounder views on an important subject. The Senator enforced the idea that business men should pay strict attention to what is going on in the various lawmaking bodies in the United States. Said he: "The chaotic condition of the laws under which we live and attempt to do business is due in the last analysis to that indifferent attitude toward politics and the business of government so evident among men of affairs." This is a thought which is no stranger to these columns, and we are glad to have for it Senator Wadsworth's influential approval. Mr. Wadsworth emphasized his view with the warning that if business men do not try to "check hasty and ill-considered legislation, we shall find ourselves approaching the condition of a socialistic state," and our whole form of government may yet be changed.

The Blame for the "Lusitania" Tragedy

By THEODORE S. WOOLSEY, LL.D.

EDITOR'S NOTE—Professor Woolsey is generally looked upon as the most eminent authority on international law in this country. He was, until 1911, Professor of International Law at Yale and his works on the subject are standard the world over. In his brief state-

ment he defines the "Lusitania" situation in a clear, concise way. It may be understood by any layman. We have not seen any other expression at once so simple and forceful and so free from the heat of passion. This gives it all the greater value.

THERE is, I think, a clear distinction between the *Lusitania* case and the cases of the two American ships attacked by the Germans, if the reports are accurate the *Cushing* by aeroplanes, the *Gulflight* by submarines. The *Lusitania* was a British merchantman, unarmed, carrying much war material—although this could be positively known to the Germans only by search—carrying also mails and passengers. If captured she was a good prize; if unable to send her under a prize crew to a German port, which was clearly the case, her destruction was legitimate. This destruction should have been inflicted after a due sequence of processes: first, a warning to stop which, if disregarded, authorized a torpedo shot; second, scrutiny of her nationality to make sure that she was enemy's property; third, opportunity given passengers and crew, being non-combatants, to leave the ship. To do otherwise is in violation of immemorial usage, in violation of humanity.

To sink an enemy's merchant ship without warning is not piracy, as an eminent publicist declares, because piracy involves the idea of robbery on the high seas with an *animus furandi* aimed at all ships, not at those of a particular nation or nations. It is simply murder. If passengers and crew are subjects of an enemy it is none the less murder, but as war already exists, no penalty is possible except reprisals or the punishment of the murderers after a fair trial, if the fortune of war at any time makes this feasible.

If, on the other hand, neutral subjects are involved, their government must take the penalty for the act, whether pecuniary or personal, into its own hands. But notice that in the case of the *Lusitania* there is no question of blockade or of contraband. These are primarily restraints put upon neutral ships and cargoes. This was an enemy ship subject to destruction under the conditions named. If, owing to the peculiar nature of the submarine, these conditions could not be complied with, such destruction is illegal—a crime against humanity—and must not be attempted. There is then no essential difference between the status of the British and the neutral persons on board the *Lusitania*, except as regards the manner of exacting reparation for the crime.

But the German attacks without a warning upon the *Cushing* by aeroplanes and the *Gulflight* by submarines, both American ships sailing under their own flag, involve neutral rights as well as the rights of humanity. If they were carrying contraband, which only a proper search could develop, with a hostile destination, the contraband goods are subject to capture, but not the vessel, unless its contraband lading forms more than half its cargo. This also implies search. If they were violating blockade, to legalize capture the blockade must be effective, that is continuous and sufficiently efficient to really prevent access to the enemy's coast line. Notoriously, this is not the case.

The occasional appearance of a submarine, even the occasional torpedoing of a vessel, is not enough to constitute a legal blockade. Our government has taken this ground. Failure to search for contraband, then, and failure to maintain an effective blockade are fatal flaws in Ger-

man submarine activity in both these directions. They are violations of our neutral rights. To attack without warning and examination, whether from below or above the sea, is also a violation of humanity. Whatever the facts of loading and destination may be therefore in the cases of the *Cushing* and the *Gulflight*, the Germans have put themselves in the wrong and must be dealt with.

And how if they refuse apology and compensation? There are two ways: through indemnity and through punishment. If loss of property and loss of life are to be merely indemnified, the simple way is to seize for the purpose whatever German property we can find, public or private, the latter because its owners may look to their government for reimbursement. The German ships in our ports come under this head. The other, the violent way, is, of course, war. But indemnification, however desirable, is not the only, not the most important, remedy which we should seek. We must have assurance against the repetition of these wrongs. This may be forthcoming if demanded. If not, is it not a fair suggestion that we seek union with the other neutral powers which have likewise suffered even more heavily than ourselves? These are Holland and Norway, Denmark and Sweden, with memories of two armed neutralities. Perhaps a third is indicated to which the United States would be welcome as it was not in 1780. A united demand for the surrender of this criminal policy of sinking neutral ships and their hapless crews on suspicion of one knows not what, might be listened to. If not, then, as the diplomatists say, we should take whatever steps our interests demand. For truly the cup of wrath is running over.

Leslie's Travel Bureau

EDITOR'S NOTE—This department will give specific information to LESLIE's readers who are planning to travel at home or abroad. It is created to meet a special need that shows itself in the numerous letters that come to this office daily. In many cases these inquiries duplicate one another and the printed answer to one will give welcome informa-

tion to others. Correspondents are requested to state definitely their destination and time at which the proposed trip is to be made. This will facilitate the work of this bureau. Stamps for reply should be enclosed. Address Editor Travel Bureau, LESLIE'S WEEKLY, 225 Fifth Avenue, New York City.

Seeing American Cities

MANY inquiries are received from those who intend to visit the Pacific Coast Expositions and who are desirous of seeing some of America's greatest natural wonders en route. This is a laudable ambition. Few spectacles are more impressive than those that can be found on a trip across the continent, including Yellowstone Park, Glacier Park, the Grand Canyon, Yosemite Valley, Niagara Falls and other well-known wonders of America. But the traveler should bear in mind that these are nature's wonders and that there are other wonder spots which mark the progress of the American people and teach an impressive lesson of our amazing growth and development.

It seems incredible that such a metropolitan city as Chicago, with its two and a quarter million inhabitants, its great industries and interlacing railways should have been nothing but a hamlet less than a century ago. Chicago's rapid growth furnishes the best refutation of the early prediction that no great inland city could be established, as the centers of population must inevitably be along our seaboard. Chicago's magnificence has ceased to be a world-wonder, but the traveler who speeds across the continent should not overlook the story of the amazing growth of Kansas City, Omaha, Denver, St. Louis, St. Paul and Minneapolis, Duluth, Seattle, Tacoma, Portland, San Francisco, Los Angeles, Salt Lake City, San Diego and numerous other prominent cities whose growth would be regarded in any other country as unprecedented.

The story of the nation's upbuilding, in which its progressive cities have played such an important part, is best told by the tales of the commonwealths dotting the landscape from Chicago onward, each writing a glowing page in American history. The traveler from the South, or who moves in that direction in making his excursion, cannot overlook the story of the rise of Birmingham on the discovery of its importance as an iron and steel center, or the growth of Atlanta, Charleston, Columbus, New Orleans, Mobile, Savannah, Dallas, Fort Worth, Galveston and El Paso. Many can recall the prediction that was laughed at for years, that the Gulf and South Atlantic ports would some day deflect the trade that was moving across the continent and impel it southward to Baltimore, New Orleans, Galveston, Jacksonville, Savannah and Norfolk. The American who visits these great centers of activity scattered all over the country has his patriotism aroused. He learns the real story of the nation's progress, which, after all, is the wonder of wonders.

L. W. L., Stonington, Ct.: There is no river connection between Lake Mead in Canada and Third Lake in New Hampshire. There are two portages between the lakes, one quite long. The Geological Survey at Washington for 10c each issues maps of different portions of the states very complete in detail, and one covering this region would be helpful.



A MECCA FOR PATRIOTIC AMERICANS

Probably no city in the United States attracts more tourists each year than Washington, with its ever-present interest as the seat of national government, its stately public buildings, its attractive suburbs and historic environs including Mount Vernon, Alexandria and Arlington. Over half a million tourists visit this city each year, and the educational advantages of such a trip are inestimable. Next to the Capitol, no other building is of more interest than the historic White House, the south front of which is pictured above. As many as 1,200 persons have visited the White House in one day, and a conservative estimate places the annual number at about 100,000. Washington at all seasons is a splendid city for the excursionist and sight-seer. Every patriotic American should plan sometime to visit his national capital.

Any Place in the U. S. A. is Good Enough for Me

By RALPH E. WILLIAMS

It may be down in Dixie or in the woods of Maine, it may be in the Rockies, or on the Kansas plain, in New York or in 'Frisco, Mobile or Kankakee, any place in the U. S. A. is good enough for me.

I don't want to go to Europe nor 'travel all aroun', Beneath the skies of Italy or see old London town. I don't want to kiss the Blarney stone or visit gay Paree, Any place in the U. S. A. is good enough for me.

What if we don't have castles with damp and musty walls? We have the noble Rockies and grand Niagara Falls. We don't have to go abroad God's beauties for to see. Just stay at home and take a trip through U. S. A. with me.

A. J. K., Binghamton, N. Y.: After June 1st you can purchase circle tour tickets covering the journey you have outlined. A good route would be as follows: Lackawanna to New York, Metropolitan Line to Boston, Eastern S. S. Co. to Portland, rail to Quebec, rail or boat to Montreal, New York Central to Utica and D. L. & W. to Binghamton. Rate \$30.10, ticket limited to Oct. 31st. Half fare for children.

M. G. Hall, Greenwood, Miss.: 1. The San Francisco Hotel Bureau, Market and Kearney Streets, San Francisco, will be glad to give information regarding hotels and rates in San Francisco. 2. As to renting furnished apartment in Chicago, why not subscribe for one of the leading Chicago newspapers and watch the advertisements, or get in touch with some leading real estate offices in that city? Possibly the Y. M. C. A. or the Y. W. C. A. could give you information that might be helpful.

C. C. C., Washington, D. C.: In the mountain regions of western Maryland, Virginia and North Carolina, as well as in the Shenandoah Valley of Virginia, are many delightful summer resorts, easily accessible from Washington. The folders of the Norfolk & Western, and Southern Railroads that I am mailing, describe the principal vacation points and give lists of hotels, boarding houses and rates. The Catskill Mountains of New York are within the radius of the distance you mention. I am sending descriptive booklets of the New York Central and Utter & Delaware Railroads.

E. D. S., Frederick, Maryland: The cities you wish to stop at in the east en route to the Exposition are: on the regular Washington-Sunset Route. From Baltimore the round trip rate to San Francisco

is \$92.95, exclusive of side run to Galveston. Juarez is reached from El Paso via trolley. The San Diego side trip is included in the exposition rate without additional charge. Side trip from Merced to Yosemite \$18.50. Accommodations in the Park range from \$4 a day up. The largest and best known of the "big trees" are in Mariposa Grove, which can be visited readily from Yosemite. Booklets mailed.

M. P. A., New Castle, Pa.: The three-months Exposition round-trip rate of \$95.20 covers only the transportation from New Castle, Pa., to San Francisco via Chicago, Denver, Colorado Springs and Los Angeles, returning via the Canadian Rockies. The Grand Canyon side trip is extra, as follows: Rail from Williams and return \$7.50; accommodations at the Canyon \$1 a day without meals at Bright Angel Camp, or \$4 a day, American plan, at El Tovar. The Prescott side trip will cost \$2.80 additional from Ash Fork, and should be stipulated when purchasing the round trip ticket to take advantage of reduced rate. Hoquiam, Wash., can be reached as a side trip from Contralia on the return. The additional charge will be \$1.70 each way. Booklets being mailed.

O. P. Hopper, Atlanta, Ga.: The round trip summer fare between Atlanta, Old Point and Norfolk is \$25.40, ticket good until October 31st. Exclusive of meals and Pullman. Hotel accommodations at Old Point range from \$2 a day, except at the Chamberlain, where the price is from \$4 up. Virginia Beach, a short distance from Norfolk, is one of the popular resorts of the Virginia coast. There are good moderate-priced hotels and the beach is very accessible from Norfolk. There are tri-weekly sailings between Richmond, Old Point and Norfolk via the James River Day Line of the Virginia Navigation Company. Steamers leave Norfolk at 6 A. M., Old Point at 7:15 Tuesdays, Thursdays and Saturdays, arriving at Richmond at 7:30 P. M. Fare \$1.25 one way, meals table d'hôte 50c.

T. C. DeS., Corcoran, Cal.: There is no particular tourist season for Australian travel. The seasons are the reverse of those in the United States, the winter in Australia being in the months that mark our summer. The southern portion of the continent is temperate and the northern semi-tropical. The winter climate of Sydney is about that of Sicily, at Melbourne the mean temperature is 58°. The hotels are good and the rates moderate. Railroad service is efficient, and the fares are higher than those in America. You can obtain information as to business opportunities in the various cities of Australia by writing to the Boards of Trade or Commercial Associations or by communicating with the Immigration & Tourist Bureau, Chalfis House, Sydney. Booklets mailed.

L. S. McC., Owensboro, Ky.: You cannot visit Grand Canyon, the Canadian Rockies and Yellowstone Park on a regular exposition round trip ticket. You can, however, include the three scenic wonders on your trip by making the outward journey via the Santa Fe, returning via the Northern Pacific, making stopovers at the Grand Canyon and Yellowstone. On reaching Seattle you can purchase at the Canadian Pacific office a round trip ticket from Seattle to Banff, the eastern terminus of the Canadian Rockies, for \$37.50. This ticket, on which stopovers will be allowed at any point in the Rockies, will be for sale daily after June 1st and is good until October 31st. Through sleeper will cost \$5 additional each way. Stopovers on the sleeping car ticket can be made at Sycamorus, Revelstoke, Glacier, Field and Lake Louise, the principal points of interest in the mountains.

A. E. J., Wawina, Minn.: The 90-day Exposition excursion rate for the trip from Duluth to San Francisco via Chicago, Denver, Los Angeles and San Diego, returning via Canadian Rockies is \$80. Pullman approximately \$28 additional. Stopovers will be allowed at the points you mention and side trip to San Diego will be included without additional charge if requested when purchasing ticket. The Garden of the Gods is about five miles from Colorado Springs and can be reached by carriage, auto or trolley from Manitou or Colorado Springs to Garden of the Gods Station, whence one can walk to the Park. If your ticket is routed over the D. & R. G. westward out of Denver you will travel through the Royal Gorge, and there is no additional charge for this part of the trip or that through Feather River Canyon. The Yosemite side trip will cost \$18.50 extra from Merced, \$15 for stage drive through the Park and \$4 a day for hotel accommodations in Yosemite. The ocean voyage between San Francisco and Portland is included in the price of \$80 for the round trip. The Puget Sound trip will also be included, without additional charge if stipulated when purchasing the ticket.

R. A. M., Golden, Ill.: Many prefer to travel in conducted parties because of their freedom from care, but such tours somewhat limit independence and stopovers. You can arrange undoubtedly to travel on the same train with the party and return via your own route. The western tour booklets of the Burlington, over which you would begin your journey, will undoubtedly be helpful in laying out your trip. The rate from Golden to San Francisco and return, via direct routes west, will be approximately \$59.25, Pullman about \$24 additional. Stop-overs will be allowed without extra charge at Salt Lake, Denver, Colorado Springs and Canyon City. Side

(Continued on page 526)

Could You Tell Which is Europe?

By CHARLES PHELPS CUSHING

Photographs by the Author



A VISTA IN NEW YORK CITY

Through an archway of the new Municipal Building, the Woolworth tower as a background.



A VISTA IN OLD EDINBURGH

Through the archway of Advocate's Close, the Scott Monument's spire in the distance.

FIVE of the pictures on this page are from Scotland. Another five, to match them, were snapped in our own United States. Which are from Europe, and which from America? Suppose they had no labels—could you sort them out without making a mistake? You might, but it wouldn't be easy.

Now, Scotland is one of the most beautiful lands in the Old World. It is not our purpose in presenting this page to belittle her well-deserved reputation for picturesqueness and unduly exalt, at her expense, the scenic glories of America. What we wish to contend is simply that our country can, in many a pictorial quality, match even the bonny land of heather.

The American tourist is prone to take too patronizing an attitude toward the sights of his own country. He hesitates to express enthusiasm about anything that isn't stupendous—that isn't in a class with the redwoods, Niagara and the Grand Canyon. But when he reaches Europe the guides tell him what he ought to like, and he admires even the lesser "sights."

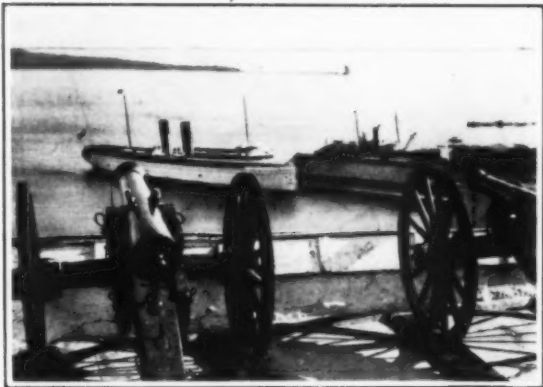
To proceed to a few examples: He visits Edinburgh. In the Old Town he sees the pretty vista through the archway of Advocate's Close, in the distance the gothic spire of the monument to Sir Walter Scott. He tells himself that there is nothing in America to match it. But would he be so sure of that, I wonder, if he had ever stood in the portico of New York's new Municipal Building and there beheld a vista framed in marble with the gothic tower of the Woolworth Building in the background?

From Scotland's capital he journeys into the "bristling country" of the Trossachs, and if he has never seen the highlands of the Hudson or the Ozark Hills of Missouri and Arkansas he will say again: "Nothing like this in America!" Utter nonsense! Many an Ozark glen matches anything in Scotland for wildness and beauty; and there are scenes along the Hudson which are enough like the Scotch lake country to pass as twin sisters. The reason why everyone has heard of Inversnaid and nobody knows about Hahatonka (a place far more wonderful) is because Inversnaid has had more publicity.

What may be even more difficult to believe, but is none the less literally true, is the fact that there are stretches of the shore of the Missouri River

which are as beautiful as the shores of "lovely Loch Achray." And I would defy the most expert to attempt to tell a picture of Ellen's Isle, made famous by Scott's "Lady of the Lake," from snapshots of some of the little islands in the St. Lawrence or the Hudson.

If you crave the European flavor, there is plenty of Europe in America. Bits of Charleston, Boston and New Orleans counterfeit some of the Old World's city streets. I can show you a piece of Italian hill town in Kansas City; a bit of old France, even to the windmills, in Nantucket Island; a German hamlet in central Missouri; a glimpse of an English country estate in the South Parks of Chicago. I could lengthen this list to a column.



America's northern bulwark used to be Ft. Mackinac, Mich.



Scotland's old "bulwark of the North" was Stirling Castle, on a high rock commanding the Forth and passage to the highlands.



Did you call this the Trossachs? It's a scene on the Hudson.



Did you call this the Hudson? It's a bit of Trossach land—Craig Royston's shoulder as seen from a Loch Lomond steamer.



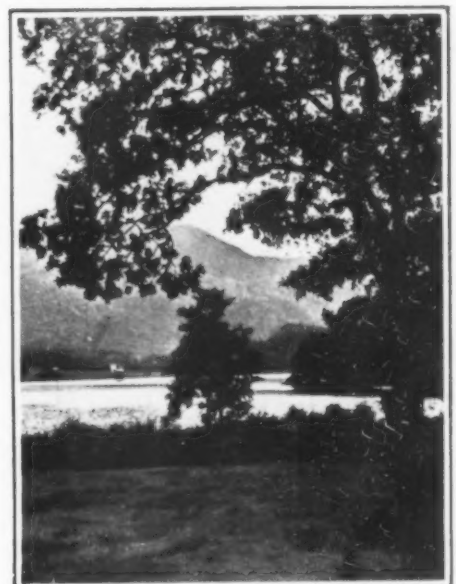
SPEAKING OF GLENS AND BURNS—

One of the two pictures above was snapped in the most famous of Scotland's tourist districts; the other came from the comparatively unknown Ozark hill-country of America. The oval shows Inversnaid Falls, in the Rob Roy country, Scotland. Above it appears a little unnamed glen in Hahatonka, Mo.



THIS ISN'T FROM THE LOCHS

It somehow has lochland's atmosphere, but it was taken in Pomeroy, Kans., and the imitation lake is the Missouri River



PLEASE PARDON OUR AUDACITY

This is a shore of "lovely Loch Achray." Lovely it is—yet some of the scenes along the Missouri River can match it.

Steel and Nerve at the Indianapolis Oval

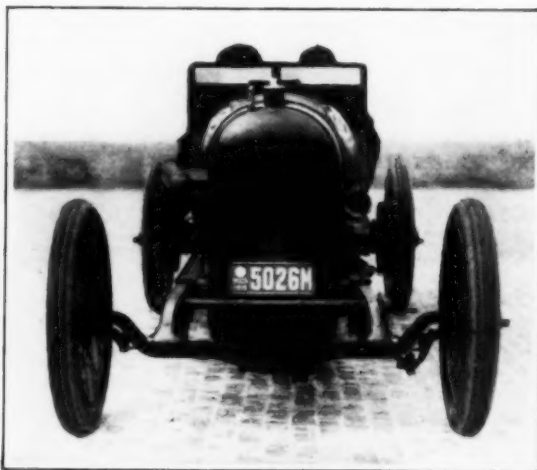


RESTA—Peugeot
Winner of the 1915
Vanderbilt and
Grand Prize Races
at San Francisco.



CHEVROLET—Cornelian
The driver of the small-
est car, reputed to weigh
but 1000 pounds.

The cars entered and some of their
drivers who will share the coveted
\$50,000 in prizes.



A TYPICAL RACING CAR

The low center of gravity, large tires and wide tread make for
stability under speed. The regulations require that front
axles and steering gears shall be new before the race, in order
to remove every possible element of danger.



OLDFIELD—Bugatti
One of the oldest and
best-known racing
drivers in the country.



WILCOX—Stutz
Runner-up in both
the Vanderbilt and
Grand Prize Races,
which were won by
Resta.



PULLEN—Mercer
Holder of the world's
road-racing record of
87.7 miles per hour.



GRANT—Sunbeam
The winner of both the
1900 and 1910 Vander-
bilt Races on Long Is-
land.



CARLSON—Maxwell
A veteran of the track
whose performance has
been consistent.



HUGHES—F. R. P.
Winner of the 1911
road race at Savannah.
His car is new to the
racing game.



BURMAN—Peugeot
Holder of many short-
distance, dirt-track
championships during
the past five years.



COATALEN—Sun-
beam
Chief Engineer of the
famous Sunbeam Motor
Car factory in England.



RICKENBACHER—Maxwell
This nifty driver at rest and in action. The second photograph
was taken while he was driving at 90 miles an hour, the photo-
grapher being strapped to the radiator in order to "snap" him
when looking "natural."



CHASSAGNE—Sunbeam
French driver of English
car. Holder of the
world's one-hour rec-
ord.



MULFORD—Mulford
A famous driver at the
wheel of a special car
of his own design.

FOR the last two years the 500-mile-track championship race has been won by foreign cars. Unsportsmanlike enthusiasts for American motor car supremacy may hope that the European war will serve to prevent the entry of some of the more serious of the foreign contenders; but those who have the interest of the contest at heart and who, as true sportsmen, desire to see a race in which the best of all countries will be represented, will be glad to know that the 500-mile Sweep-stake event on the 2½-mile Indianapolis brick Speedway will by no means be absolutely a domestic affair, for ten foreign-built racers have been formally entered. Of these, four are English, four French, and two are of German manufacture. All are makes well known in the racing and endurance field.

Of the 41 cars entered, a list of which is given in the accompanying table, 33 only will be allowed to answer the starter's gun at ten o'clock on May 29th. This is the maximum number of entrants allowed in a contest of this nature by the Speedway management and by the Contest Board of the American Automobile Association, under whose rules the event is held. Every car that competes must have been able, during the elimination trials, to show a speed of at least 80 miles an hour for one complete lap of the track. Three trials to each car will be allowed, and the fastest will be the one selected as its official speed. In the final lineup, the cars that have made the fastest time trials will be the first to start, and the successively slower ones will follow in order, so that danger of confusion at the beginning will be minimized. Added interest will be lent to the elimination trials because of the part that the maximum speed will play in the selection of the racers. Should more than 33 cars qualify in the 80-mile-an-hour requirements, only the fastest ones will be selected as the final contenders.

Intense interest is lent to the coming contest because of the fact that previous records are expected to be broken, notwithstanding the lower limit of allowable piston displacement. In general, piston displacement can be considered to represent the power developing abilities of the motor, and in the coming contest the allowable displacement has been reduced one-third, from 450 cubic inches to 300. Inasmuch as 600 cubic inches was the allowable limit for the first race held in 1911, and as the average speed made at that time was bettered by nearly eight miles



BIRDS-EYE VIEW OF THE INDIANAPOLIS SPEEDWAY
The 2½-mile brick oval is lined with nine grand stands, having a seating capacity of over 100,000.

an hour by the winner last year with a 450-cubic-inch piston displacement limit, it will be seen that designs of racing cars have greatly improved in the meantime. If now even better results can be obtained from a smaller motor, the part that such contests hold in relation to efficiency of motor car design will be apparent.

An examination of some of the mechanical details of a few of the entrants is interesting. Nearly all motors are provided with overhead valves, and in some instances there are four valves to each cylinder in order to afford ample exit and entrance

spaces for the exhaust and incoming gases. One motor is reputed to develop its highest power at 3900 revolutions per minute. This motor is of the long stroke type and has 270 cubic inches piston displacement. The smallest car has but 103 cubic inches piston displacement, but as this is reputed to weigh but 1000 pounds, the ratio of power to weight may serve to place it on a footing with the more powerful, and also heavier, cars. One of the German entries has the highest ratio of power to weight, there being but six pounds to be driven by each cubic inch of piston displacement. This car is also the largest, coming exactly within the 300-inch limit. The weight, however, is but 1800 pounds. The heaviest car, in proportion to its power, is one of the French entries, which, although weighing but 1900 pounds, is provided with only 183 inches of piston displacement. This gives a weight of 10.4 pounds that must be driven by each cubic inch. However, a cubic inch in one car may develop more power than a similar displacement in another, and therefore this figure cannot be taken as an absolute criterion of power and speed abilities. In a 500-mile race, especially, stamina and the ability of the various parts to withstand the tremendous vibration, caused by high speed travel over a hard brick surface, will count far more than mere power.

At the wheels of these cars are some of the best known drivers in this country. There are but two foreign drivers entered, one English and one French. It is an interesting coincidence, however, that the French driver has been assigned to the wheel of the English car, while the English driver will pilot a French entrant.

Following its usual custom, a complete description of the race, written by a representative of LESLIE'S, together with striking photographs of the most interesting incidents, will appear in the June 10th issue.

THE CARS AND THEIR DRIVERS

Car	Nation	Wt.	P. Disp.	Driver
Maxwell	America	2100	298	Carlson
Maxwell	America	2100	298	Rickenbacher
Maxwell	America	2100	298	
Mercedes	Germany	2240	270.9	De Palma
Sunbeam	England	2240	270.9	Coatalen
Du Chesneau	America	1800	183	Chassagne
Duesenberg	America	1950	299	Brown
Duesenberg	America	1950	299	Alley
Cornelian	America	1000	103	O'Donnell
Delage	France	2340	299	Chevrolet
Stutz	America	2250	296	J. De Palma
Stutz	America	2250	296	Aitken
Stutz	America	2250	296	Wilcox
Peugeot	France	2000	274	Anderson
Peugeot	France	1700	183	Resta
Peugeot	France	1900	183	Babcock
Bergdoff	America	2250	299	Braug
Bergdoff	America	2250	299	F. Bergdoff
Mercer	America	2100	298	G. Bergdoff
Mercer	America	2100	298	Pullen
Mercer	America	2100	298	Nickstell
Bugatti	Germany	1800	300	Rickert
Bugatti	America	2250	299	Oldfield
Enden	America	2200	298	Haupt
F. R. P.	America	1900	270	
F. R. P.	America	1900	270	Hughes
F. R. P.	America	1900	270	Keene
Sunbeam*	England	2250	278	Whalen
Sunbeam*	England	2250	278	
Cino-Purcell	America	2350	299	Grant
Burman	America	2250	298	Limberg
Burman	America	2200	298	Cox
Mulford	America	2450	299	Burman
Cino	America	2450	299	Orr
Kleinart	America	2450	299.5	Mulford
Mals	America	2450	298	McNay
Duesenberg	America	1950	299	Klein
Shambaugh	America			Mals
Bals Special	America		286.3	Shambaugh
				J. Hill

*These are the only 6-cylinder cars entered. All of the others are "Fours."

War on the West and East Frontiers



FRENCH SOLDIERS GO SCOUTING ON THE RIVER MEUSE

They are making a reconnaissance along the stream between the two lines. Dangerous work, doubtless, but all in the game. The French army presents a wonderful example of what may be accomplished in developing efficiency in an emergency. At the beginning of the war it was admittedly far inferior in organization to the German army, but today it is generally considered by neutral observers to be the finest army in the world. In recent fighting, up to May 15th, the French had more than held their own, having made small, but important, gains, particularly in the vicinity of Arras, where several small villages were taken by assault and more than 3,000 prisoners captured.



RUSSIAN SOLDIERS FIGHT FOR POSSESSION OF A TOWN STREET BY STREET

The village of Prasnish was taken by the Germans only after a desperate fight, in which the Russians contested every foot of ground. In small groups they fought from behind houses, pouring rifle fire on the advancing enemy and often meeting him with the bayonet.

Reports are current that many Russian defeats are due to a shortage of ammunition. The Austro-German army in Galicia claims to have taken nearly 100,000 prisoners, and it is said that most of them had shot away their last cartridges before surrendering.

FIGHTING IN THE SNOW
While the Allies along the Western frontier were wading through the mud and water of early spring in France, the Russians were carrying on a series of desperate battles in the snows of Poland and Galicia. Any sort of cover was welcome on the wide, white plains, and our photographer snapped a group of soldiers who were sheltering themselves behind a bedstead taken from a house. The crushing defeat sustained by the Russians in Galicia does not seem to have broken their hold in the Carpathian Mountains, from where they still threaten Hungary.

Watching the Nation's Business

By THOMAS F. LOGAN, LESLIE'S WEEKLY Bureau, Washington, D. C.

National Altruism

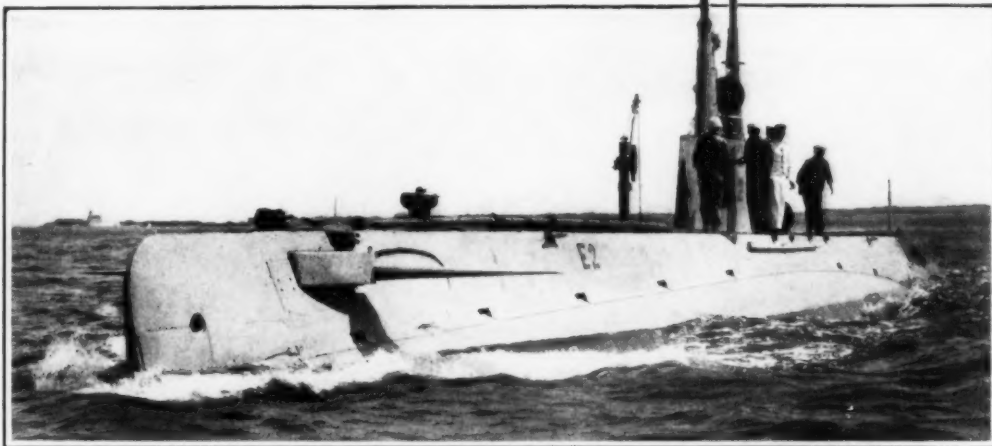
IS service to humanity dearer to the American people than the usually accepted idea of national honor? This question has been raised by President Wilson in the expression of his personal view that "the example of America must be the example not merely of peace because it will not fight, but of peace because peace is the healing and elevating influence of the world and strife is not." In his address to the recently naturalized citizens at Philadelphia, the President added: "There is such a thing as a man being too proud to fight. There is such a thing as a nation being so right that it does not need to convince others by force that it is right." Refusing for several days after the sinking of the *Lusitania* to see any of his advisors, the President hesitated to take any step that might precipitate war because he feels that America's duty to civilization can be performed in a different, better way. This ideal places service to humanity above what has previously been known as "national honor." It is an ideal that would seek to weld into one great unit all the different nationalities that make up the population of the United States—welding it into a force which, by its very unity, will convince the world that there is a kind of peace more honorable than war. The American government presented a vigorous warning to Germany but the President is against the final recourse of war. The next question is, how long can America play its rôle of world-service in a savage period; how far can Germany go without inviting the climax? The president has merely charged the jury, made up of the American people. They will give the verdict.

Truths About The Navy

DELUSIONS about the strength of the American Navy should not be entertained. Although Secretary Daniels was able to show some improvement in the Navy in the past two years, statistics have been obtained which show that by the standard of warship tonnage—the most accurate comparison that can be made—the United States lately has slipped back into fourth place while France has moved up to third. Germany is still in second place and her warship tonnage on July 1st last was 1,306,577 tons, while ours was only 899,915. Moreover, on the same date, Great Britain had 46 dreadnoughts and dreadnought-cruisers; Germany 28 dreadnoughts and dreadnought-cruisers, while the United States had only 12 dreadnoughts, but no dreadnought-cruisers. Eight of our dreadnoughts were built and four were building. The *South Carolina* and *Michigan* have been quietly slipping back to the second line, where they belong. This leaves eight battleships in the first line, and

one of the eight, the *North Dakota*, is laid up for a few months with a bad attack of turbinitis, which means inadequate turbines. Consequently, in lieu of the 21 battleships which were to be in the naval parade, there were but 17, including eight dreadnoughts, two near-dreadnoughts and eight

merely use its fleet. Japan is at war with Germany, but no one would know it if the declaration of war had not been published and there had not been one little battle over Kiao-Chau. Perhaps the United States might play the same inactive rôle, but its influence nevertheless would be felt throughout Europe, perhaps turning the tide in Italy and other neutral countries now poised for action.



ONE OF OUR PINEST SUBMARINES

The E class includes the best boats we now have, but some new ones are being built which will exceed in size, power and effectiveness anything in the world. They will have a steaming radius of 3,000 miles.

pre-dreadnoughts. On the larger battleships, completed or building, Great Britain has 564 large guns, Germany 320, the United States 224, and France 204. Moreover, not long ago Admiral Strauss, when Chief of the Bureau of Ordnance, made a report to the effect that our battleships now in commission are armed with torpedoes which may be considered obsolete. There may have been some improvement since then, but the general question of the preparedness of the United States is one of considerable concern.

What Could America Do?

WHILE public opinion in America will decide this nation's attitude, much will depend on Germany's attitude. The President and his Cabinet realize that Germany may resent the firm attitude which the United States Government has taken and may itself declare war. The greatest desire of Germany is to stop the shipment of arms and ammunition from the United States to the Allies. If she were at war with the United States, her submarines would be directed to undertake such a campaign. If Germany were to declare war against the United States, what course would the United States pursue in carrying on such a war? Perhaps Secretary Bryan's prediction that a million men could be raised for war purposes in a single day might be put to the test. Only by sending these men to France, however, could they be used effectively. It would take months to train and equip them. It is more likely that the United States would

A Merchant Marine Referendum

THREE hundred thousand business men throughout the country will have an opportunity to express themselves with reference to the steps that should be taken by the United States Government to build up a merchant marine, through a referendum submitted by the Chamber of Commerce of the United States. This excellent organization, which is bringing the business men of the nation closer in touch with the operations of the Government, embodies 600 chambers of commerce and national trade

bodies, all of which will have an opportunity to say what they think about the question of a merchant marine.

Treasury Faces Deficit

IF it were not for the fact that income and corporation taxes are now being paid into the Treasury, there would not have been a free balance of a single dollar there by the end of the fiscal year. Even now the balance has fallen to about \$12,000,000 and that sum is being depleted at the rate of about \$2,000,000 a week. According to the official statements of the Treasury, there is a deficit of receipts over expenditures for the fiscal year to date of more than \$100,000,000, exclusive of operations of the Panama Canal and the interest on the public debt, which would amount easily to \$40,000,000 more. It is estimated that the income and corporation taxes will bring in about \$80,000,000. Nevertheless, there is every reason to suppose that the deficit at the end of the fiscal year will be \$40,000,000, exclusive of Panama Canal expenditures and interest on the public debt, which for the full year will be about \$50,000,000. Thus, even with the collection of income and corporation taxes and the imposition of the war tax, the Treasury will be about \$90,000,000 behind at the end of the year. The war tax will expire by limitation next January. Unless bonds are to be issued, it will have to be reenacted. Unless the free sugar clause of the present Tariff Law is suspended, another \$35,000,000 will be lost to the Treasury next year. Evidently there will have to be an entirely new fiscal program. It is doubtful whether the Administration will permit any revision of the tariff to provide more revenue, but with additional expenditures for Army and Navy, loss of revenue from sugar and the prospective deficit, some sort of remedy must be adopted.

Leslie's Export Promotion Bureau

Conducted by W. E. AUGHINBAUGH

EDITOR'S NOTE:—This department is maintained for the benefit of American exporters. Its editor has had 20 years' experience in placing American-made goods in foreign markets, and will answer promptly and without charge inquiries about trade conditions, selling methods and other matters pertaining to foreign markets. Address inquiries to Export Department, Leslie's Weekly, 225 Fifth Avenue, New York City.

IS SINCERELY doubt if in all of Latin-America one would find a hundred cook stoves of the kind the average family in the United States has in the kitchen. Neither are there many oil or gasoline stoves. A few of the hotels, restaurants, bakeries and homes of the very wealthy in such cities as Buenos Aires, Rio de Janeiro, Montevideo, Santiago, Valparaiso and Lima may possess ranges, but they come from France. Cooking for families as well as for other purposes is chiefly done with charcoal, the pots, pans and kettles resting over a hole in a baked clay or cement shelf underneath which are the glowing coals. While this is rather primitive it answers the purpose and is especially advantageous in that it gives off but little heat. Another reason for the charcoal stove is the scarcity of coal deposits throughout Latin-America. With the exception of Mexico, Peru and the southern end of Chile there are absolutely no carboniferous areas. Argentine, Uruguay and Peru have a few peat bogs, such as one sees in Ireland, but they are difficult of access and consequently of use only to the people in their immediate vicinity. Plenty of fast-growing trees and bushes, however, are found almost everywhere and from these the native charcoal burners make the fuel so much in demand, taking it to market either on their own backs or on burros. Families buy a sack at a time, and poorer people a handful, which is sufficient to cook their simple meal. The cook starts the fire by pouring over the chunks of charcoal a little kerosene before applying the match.



EXECUTIVE MANSION IN BUENOS AIRES

This city has magnificent public buildings and hotels but few cook stoves and radiators. There is a great field for heating apparatus in the Argentine.

In a minute the coals are glowing and a hot fire is ready. There are no dampers to regulate or smoke to annoy one. The matches used are practically all made in the country under government concessions. This business is practically a monopoly, a prohibitive customs duty preventing importation. The matches are of the wax type, although a few have wooden stems such as we use in this country.

They are about an inch in length, and come packed in small boxes.

In the hotels and fine homes cooking utensils are generally of copper. In other places they are, as a rule, crude, simple and few. Many earthenware pans and crocks of local make are employed. I do not know what these countries would do without the five-gallon tins in which The Standard Oil Company ships its product. The buying and selling of these containers is a regular business. They serve a variety of purposes and one or more are to be found in every kitchen. They are used as stoves, water buckets, flower pots, and I have even seen houses built with them. In the better class homes one finds culinary articles of agate ware, which comes chiefly from Germany.

Baking is not done at home, and our friends to the south of us are unacquainted with the delicious taste of home-made biscuit, bread, rolls and cake. These are supplied by the baker, who also cooks for his patrons large fowls or joints. These are carried from the home where they are prepared for the oven, and the baker's boy delivers them in time for the meal, cooked and properly garnished. In Havana on Sunday mornings it is a common sight to see servants with big pans on their heads containing the piece de resistance for the 11 o'clock breakfast, hurrying from the bakeries to the family residence.

Although Argentine, Uruguay and Chile have winters almost as cold as we do, I am sure there are not ten

(Continued on page 526)

People Talked About



OLDEST AND YOUNGEST VETERANS

At the recent reunion of Confederate veterans at Columbia, S. C., Colonel J. E. Lorisey, of Charleston, was the oldest veteran present, having been born February 20th, 1833, while G. M. Harman, of Lexington, was the youngest, having been born June 4th, 1846. Colonel Lorisey (on the left) is well preserved and vigorous, and does not look his years.



BEST DEBATORS IN NORTH CAROLINA

The Misses Lilla Rookh Fleming, aged 16 years, and Ethel Gardner, one year older, won first honors in a state-wide debate in North Carolina, in which 1,000 boys and girls took part. The question was: Should the United States subsidize its merchant marine engaged in foreign commerce? The young ladies took the negative and won the Aycock Memorial Cup in the final debate at Chapel Hill.



GAVE COMPULSORY EDUCATION TO TEXAS

Mrs. John W. Woods is credited with bringing about the passage of a compulsory education law in Texas. When a school teacher, 16 years ago, she began to collect data and found that while illiteracy was increasing among the whites it was decreasing among the blacks. Her husband is a lawyer and she induced him to enter the legislature. When he failed to get the bill through she helped him to become speaker of the house. He then rallied enough votes to pass the bill. Governor Ferguson presented Mrs. Woods with the gold pen with which he signed the bill.



ONE OF NEW YORK'S CLEVEREST DANCERS

Miss Florence Walton, now appearing in the cabaret of The Cascades, the summer dining garden on the nineteenth floor of the Hotel Biltmore, Miss Walton gives a new review of dances in costume. She is also carrying an important part in the musical production "Hands Up."



FIRST WOMAN MAYOR IN ILLINOIS

Warren, Ill., achieved the distinction of being the first town in the State to elect a woman mayor, when, on April 20th it voted Mrs. A. R. Canfield into that office by a majority of four. Mrs. Canfield is 74 years old, but made an active canvass for the office. Warren has a population of 1,300. Illinois adopted woman suffrage with limitations, last year, and the mayoralty elections of this spring were the first in which women voted. The principal interest centered in the Chicago city election, where the returns showed that the women divided, politically, on about the same lines as the men.



HE HAS A JUST CLAIM TO FAME

Conductor William Mount, of the Baltimore & Ohio Southwestern Railroad, who kept his train, an accommodation between Cincinnati and Seymour, Ind., on time for 411 successive days. In that time the train covered 36,000 miles and made 11,096 scheduled stops. Passengers who are familiar with the accommodation train and its chronic habit of being late will feel that no honor is too great to heap upon this conductor, who has, without doubt, made a world's record for punctuality.



WISCONSIN'S CHAMPION ATHLETES

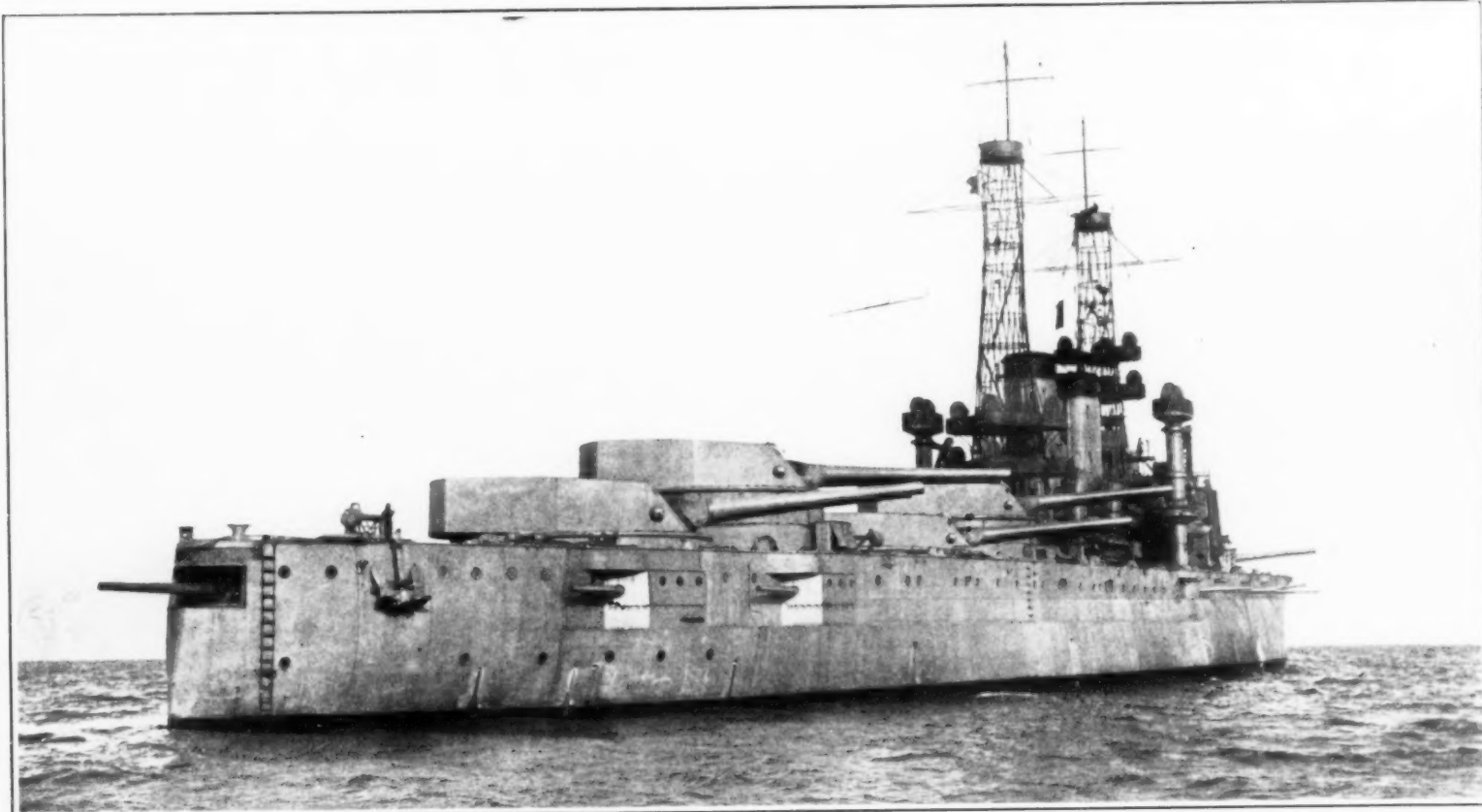
This team has won, for the third time in four years, the intercollegiate gymnastic championship from 14 competing universities of the Middle West. The meet this year was held at Lincoln, Neb. The men are students at the University of Wisconsin, but come from several States. Upper row, left to right: A. T. Kletzein, New Holstein, Wis.; William H. Fritsche, New Ulm, Minn.; Richard H. Garling, Mayville, Wis.; Harry C. Anderton, Dayton, O.; H. D. McChesney, Madison, Wis. Lower row, left to right: Winfield S. Smith, Madison, Wis.; Thomas B. Noble, Indianapolis, Ind.; George V. Banta, Logansport, Ind.



RAILROADMAN DECORATED BY CANADA'S GOVERNOR GENERAL

J. J. Carter is only a railroad brakeman, but the Duke of Connaught, who is uncle to King George of England, Emperor William of Germany and Czar Nicholas of Russia, personally decorated him with the Albert Medal of the second class, for saving the life of a little girl at the risk of his own. The little girl got onto the tracks of the Canadian Pacific road near Tweed, Ont., and the engineer was unable to stop, but Carter leaped off the pilot and snatched the child from the tracks.

Our Splendid Warships in Review



BATTLESHIP ARKANSAS CLEARED FOR ACTION

She has twelve 12-inch guns which are shown ready to fire. She was one of about 60 vessels of the Atlantic fleet, commanded by Admiral Fletcher, reviewed in the North River by President Wilson on May 17th. Previous to the review the fleet lay in the river for ten days, during which time the

crews were given shore leave, and many entertainments were tendered both officers and men by the hospitable New Yorkers. The officers and men of the fleet numbered about 26,000. Thousands of citizens took advantage of the chance to visit the warships.



SAILORS ON THE DELAWARE ENGAGE IN ATHLETIC SPORTS

This vivid picture shows a wrestling match on one of our big new battleships. The *Delaware* was the object of much attention while at anchor off New York. Like all the other vessels of the Atlantic fleet, she was illuminated at night. The men enjoyed shore leave after constant maneu-

vers and target practice at sea for several months. After the review by the President the fleet put to sea for further practice. Admiral Fletcher, who was given command of the Atlantic fleet as a reward for his good work at Vera Cruz, flew his flag from the *Wyoming*.

Enchanting Scenes by Lake and Sea



A BEAUTY SPOT IN CALIFORNIA

Bryantus Lake, near King's River Canyon, is justly famous with tourists. The canyon while not far from the Yosemite Valley, with which it is often compared, is not so easily reached, but is well worth the time and trouble necessary for a visit.



NEW ENGLAND'S ROCK-STREWN COAST

A glimpse of the beautiful beach at Rockingham, N. H., where the bathing is fine and the sea food unsurpassed. New Hampshire and Massachusetts seaside resorts offer a wide range of attractions and at varying prices.



FEEDING THE GULLS AT LONG BEACH

This is one of California's finest beaches and affords bathing throughout the year. It has many popular amusement features and draws great crowds of visitors from the East who want to see the California coast at its best.



FISHERMAN'S LUCK AT A FLORIDA RESORT

A day's catch at Palm Beach, where the fishing is always good. Palm Beach is one of the most fashionable resorts on the Atlantic coast, but it offers much to those who love the free life of the open rather than the whirl of society. Florida has a great diversity of attractions and climate.

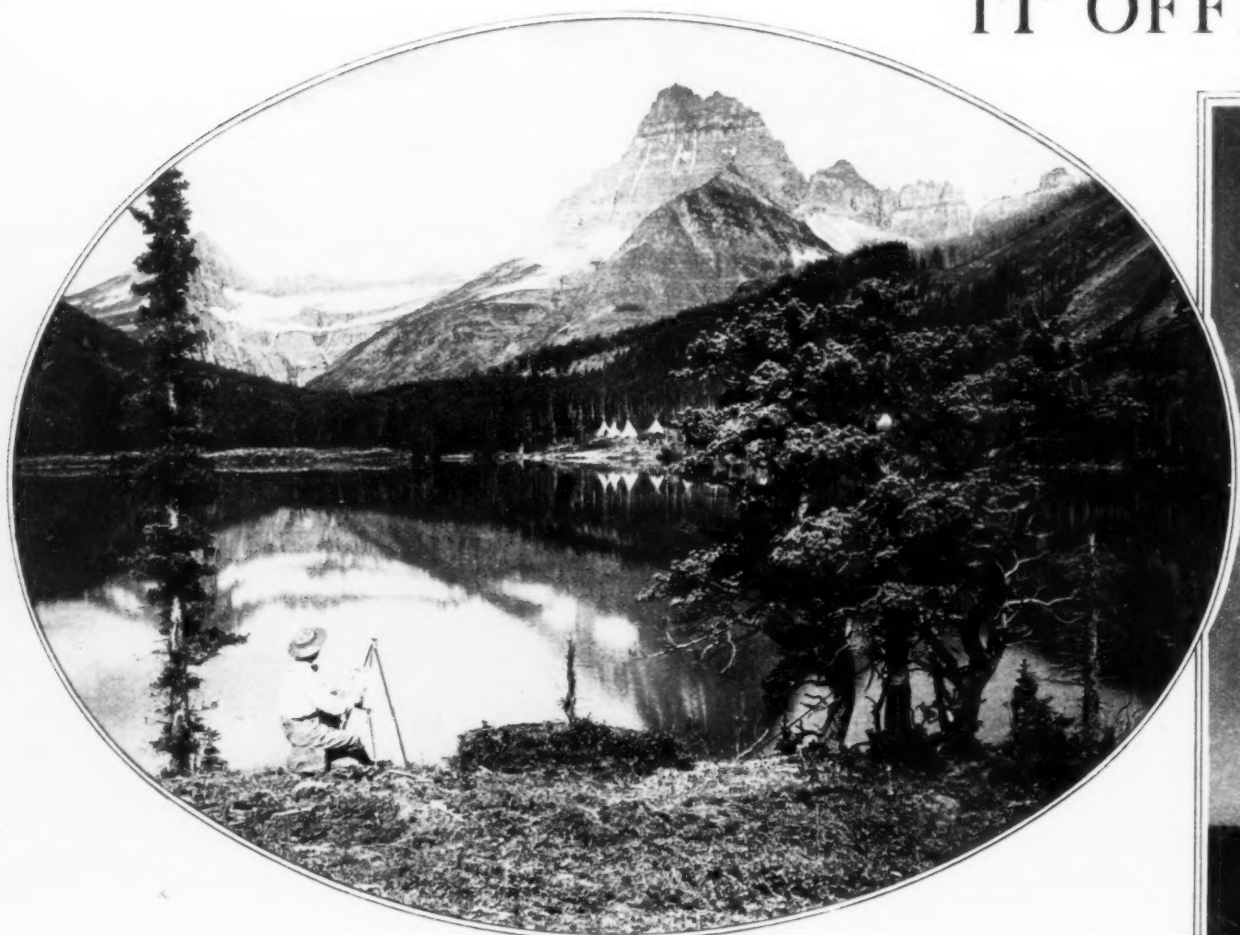


MOST FAMOUS OF ALL PLEASURE CITIES IN THE NEW WORLD

Everybody knows of Atlantic City, the biggest and liveliest of all the Atlantic coast resorts. Its beaches are always crowded during the bathing season, and most of its hotels are open all the year around. It is growing in popularity as a winter resort, thousands seeking its

bracing sea air during the coldest months. Its famous board walk is ten miles long. More than 100,000 people have bathed along its beach in a single day. It is a favorite place for conventions because of its splendid hotel facilities.

WHY NOT SEE AMERICA FIRST WHEN IT OFFERS THE



GLACIER NATIONAL PARK IS AN ARTIST'S PARADISE

A nation's playground, situated in the heart of the Rocky Mountains of Montana, it affords ideal opportunities for fishing, camping and riding. Excellent hotels take care of the more conventionally inclined tourists. The scenery is

unsurpassed and the reservation includes a larger number of glaciers than any other similar area in the United States. The Blackfoot Indians live within the limits of the park, adding much to its romantic attractions.



OLD FAITHFUL, THE
GRANDEST
GEYSER IN THE
WORLD

Old Faithful, the most renowned of all geysers, is only one of the many attractions in Yellowstone Park. It gets its name from the regularity of its flow, which occurs every 65 minutes and lasts from five to eight minutes. The column of water is thrown to a height of 150 feet. The estimated flow is 1,500,000 gallons each eruption. Yellowstone Park is amply provided with hotels and cottages, which are open from June 15th to September 15th.



LAKE OF THE CLOUDS IN THE HEART OF THE CANADIAN ROCKIES

Nestling among the snow-capped peaks of Alberta, these glacier-fed lakes have a wild beauty not to be equaled elsewhere in the world.

They are high above Lake Louise, famous as a summer resort the world over, and from which they are reached on horseback or on foot.

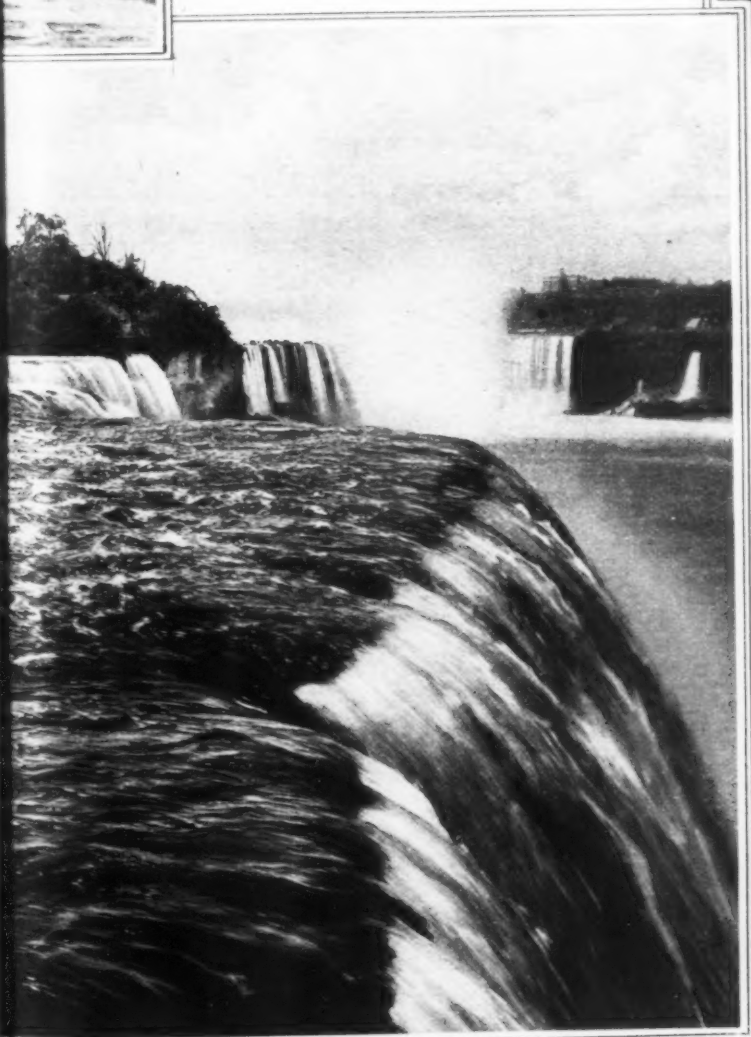
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YOSEMITE, THE WONDERFUL

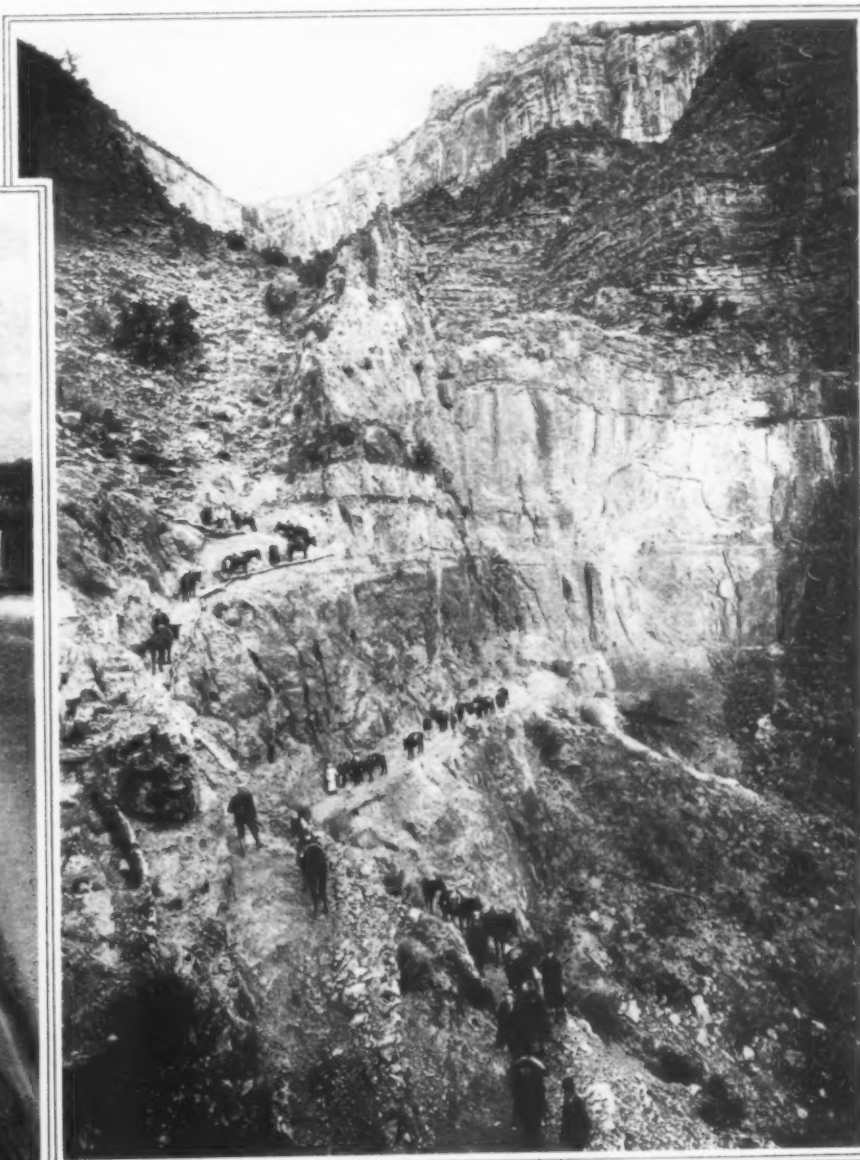
Best known for its beautiful waterfall, with a total height of 2,600 feet, this unique park has many other attractions equally interesting to the traveler. It is easily reached from San Francisco or Los Angeles.

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NIAGARA FALLS FROM THE AMERICAN SIDE

An impressive view of this great wonder of nature which yearly draws hundreds of thousands of sightseers. The gorge below the falls is also wonderful.



ANGEL TRAIL IN THE GRAND CANYON OF THE COLORADO

This dare devil trip from the rim of the canyon to the edge of the river 5,000 feet below is a favorite one with tourists, and requires about nine hours going and returning. A camp provides accommodations for those who prefer to extend it over two days. The trail is seven miles long and gives a splendid view of the wonderful colored cliffs.

Seeing the Sights Along the Zone

Photos by Cardinell-Vincent Co.



TWO LITTLE TIN SOLDIERS IN TOYLAND

Some idea of the gigantic scale on which the legendary beings from nursery land are presented is given by the contrast between these figures and the people at their feet. Throughout this concession things are done in the same gigantic way, making the visitors feel themselves veritable Lilliputians by comparison.

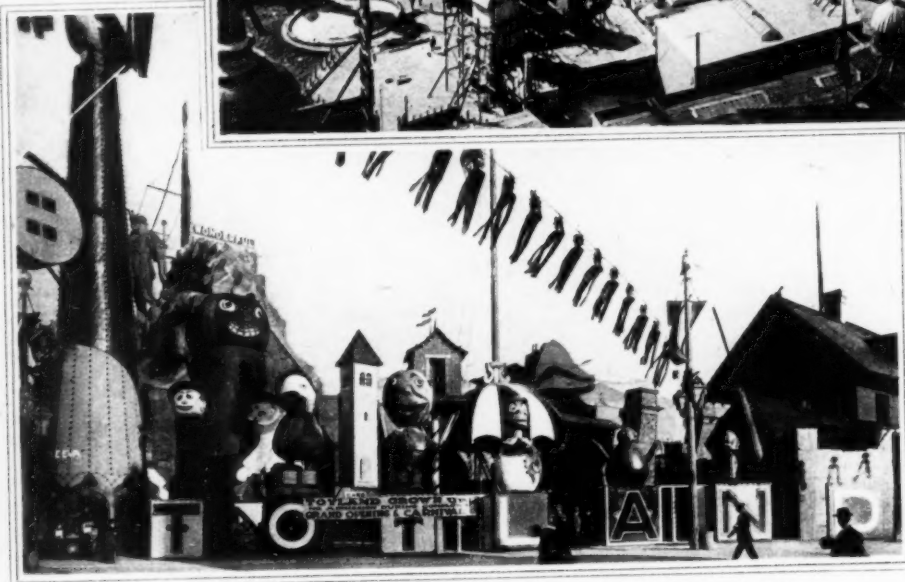
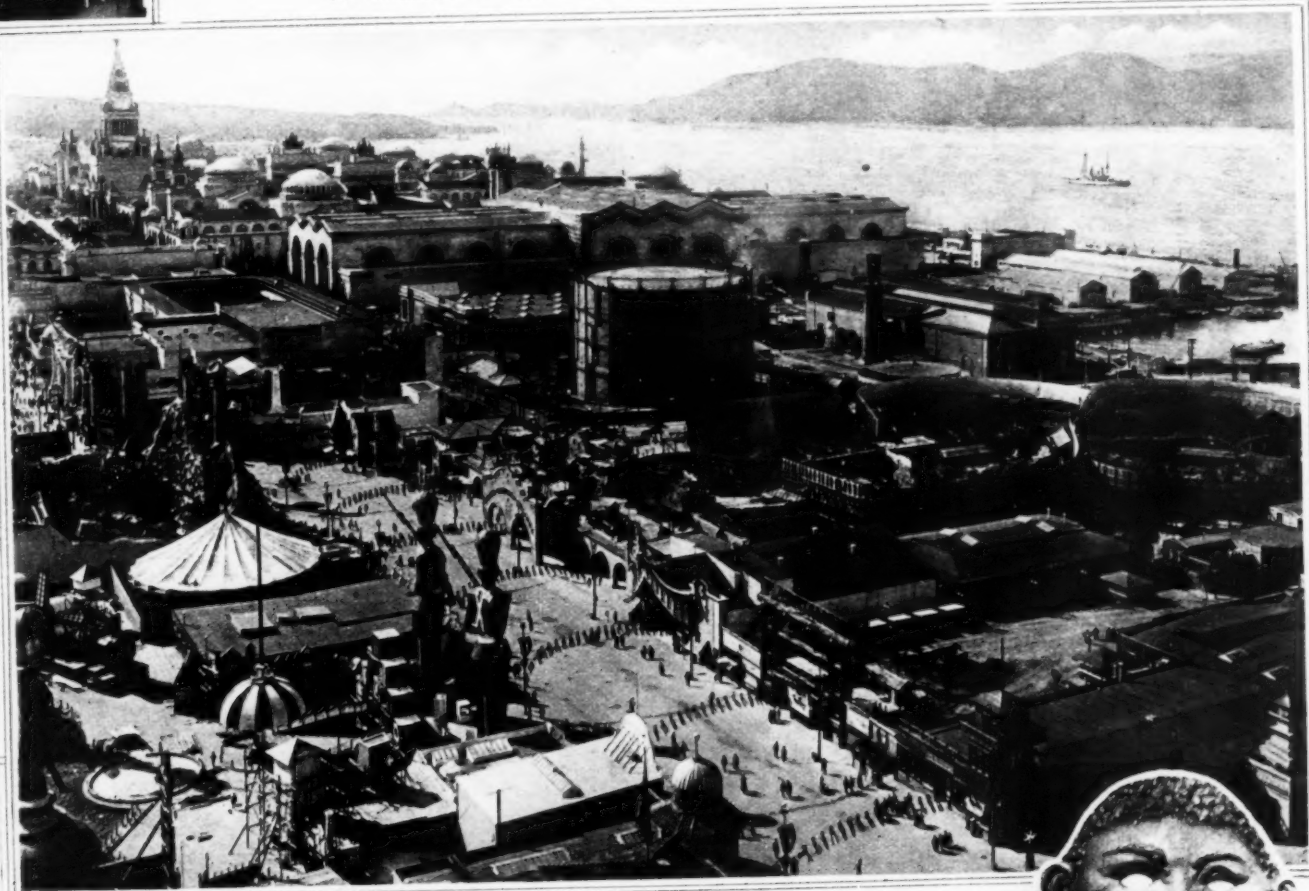


DANCER FROM
CONSTANTINOPLE

Zaila Yusef, a dancer in the Streets of Cairo concession, is from the Turkish capital.

TOYLAND GROWN UP

One of the most distinctive features of the Zone, as the amusement section of the Panama-Pacific Exposition is called, is Toyland Grown Up designed by Frederick Thompson, well known in the amusement world. In a space of 12 acres he has given material form to Old Mother Hubbard, Noah's Ark, The Old Woman Who Lived in a Shoe and many other characters of our nursery days. The figures are gigantic.



LEAVE DULL CARE BEHIND WHEN YOU ENTER HERE

Another view of the Toyland concession, where everything is arranged to give the visitors the time of their lives. All the exciting features of all the amusement parks of the world have been drawn upon for this display.

GLIMPSES OF THE ZONE FROM ABOVE

This view was taken from the Aeroscope, 265 feet above the ground, and shows a part of the amusement district. The Zone covers 65 acres and \$10,000,000 has been spent in preparing it. One of the exhibits is a building covering more than five acres in which is a huge relief map of the Panama Canal Zone and a working model of the canal. The Grand Canyon uses railroad trains of standard gauge to show the visitors the wonders of a miniature of the scenic section of the Arizona gorge.



THE GUARDIAN OF THE
GATE

Soakum presides at the entrance as a perpetual invitation to enter and view.

Mount Rainier National Park

By ASAHIEL CURTIS

Editor's Note.—This little appreciation of one of the most wonderful of the nation's playgrounds is written by one who knows and loves it well. Mount Rainier is its distinguishing feature, but it has a thousand beauties, many of which are hidden away from all who will not give time and labor to seek them. This magnificent mountain was discovered by Vancouver, in 1792, and named by him for Rear-Admiral Rainier, U. S. N. Its Indian name was Ta-ko-man, from which comes the name Tacoma, frequently applied to the mountain as well as to the beautiful city of the Sound.

THE United States government in choosing sites for National Parks has wisely sought places of great natural interest, requiring only such development as is necessary to make them accessible. Rugged mountains, vast forests, geysers, waterfalls, glaciers, deep canyons, petrified forests, volcanoes, all have appeared as objects worthy of preservation. One can arrange a trip that will take the better part of a summer visiting one park after another, to see a stone forest of the Arizona desert, the Grand Canyon, worn through more than a mile of the earth's surface by the waters of the western half of the continent, before the Bridge of the Gods (once thought to be but an Indian myth) broke down and the Columbia found its way to the Pacific by a shorter route; groves of trees so old that their seeds fell more than 2000 years before the Savior came; the deep canyons of Yosemite, ice-carved and still bearing on their walls the scars of glaciers.

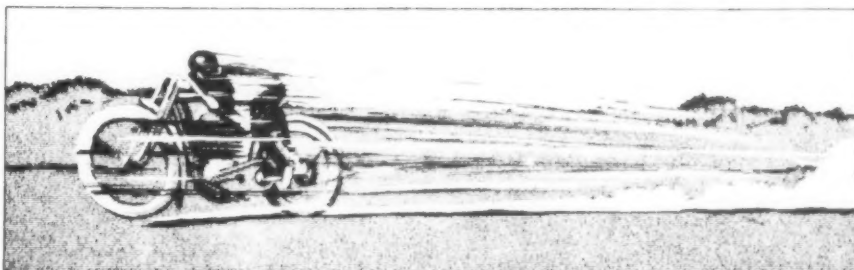
The Mount Rainier National Park is one of the most interesting of these great playgrounds. The central portion of the park is occupied by the volcano rising 14,408 feet above the sea, which reaches nearly to its base—the second highest peak in the United States. Like the other volcanic peaks of the Cascades, Rainier sets on top of a well-defined mountain range that was in existence before the volcano was born. Rainier is a great cinder cone with its summit so far above the melting point of snow that it becomes the source of the largest glacier system in the United States, there being more than 45 miles of moving ice on the mountain. This system is comprised of more than 20 beautiful ice streams from three to seven miles in length. These form near the summit and flow outward from a common center until they reach a point far below the normal snow-line where the accumulated snows melt. The slopes of the mountain are very steep and these glaciers have a rapid movement which reaches its maximum on the warmest summer days when the ice moves nearly an inch an hour. By this rapid movement the ice streams cut deep canyons for themselves and, flowing here with only their tops exposed to the elements, reach a point far below timber-line before the ice stream changes to a river. Between these great canyons, filled with glaciers, there are large plateaus, beautiful, rolling, grass-covered meadows, broken by groves of mountain pine, fir and hemlock. As the snow melts these meadows break into bloom. Wild flowers grow everywhere, of every form and color, from the huge Indian basket grass, whose showy plumes stand four feet high, to the delicate heathers that carpet the slopes of volcanic ash, or the mimulus, nodding to its reflection in the clear mountain stream.

A good mountain road built by the government connects at the western boundary of the park with state roads and leads to timber-line on the mountain, 25 miles away, at an altitude of 6,000 feet. There are stages twice a day, and the government says what you shall pay. At the base of the mountain there is a comfortable inn, and there are a number of camps for the accommodation of the tourist on the slopes of the mountain. From these camps the ascent of the mountain can be made by anyone possessing reasonable health and strength. Nowhere in the world is there a greater combination of beauty and awe-inspiring scenery than in Mount Rainier National Park and the mountain itself is one of rare majesty and grace.

His Little Jest

"We owe this patriotic citizen ten thousand thanks," declaimed the orator of the Legislature.

"All right," interposed the joker of the august body. "I move we appropriate that many."—Judge.



Harley-Davidson Wins International Grand Prize Race

**Breaks Another World's Record
Travels 68½ Miles an Hour for 300 Miles**

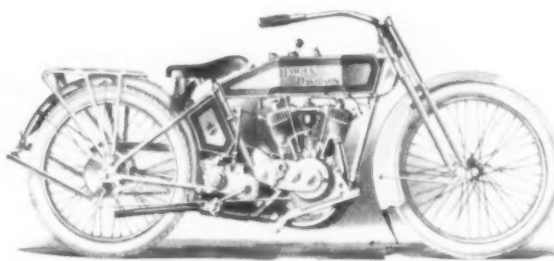
Otto Walker, riding a Harley-Davidson motorcycle, carried off first money in the 300-mile International Grand Prize Race at Venice, Cal., April 4th. Next came Leslie "Red" Parkhurst, also on a Harley-Davidson. Both Walker and Parkhurst shattered the world's record and both rode stock 1915 Harley-Davidsons, just like you can buy of any Harley-Davidson dealer.

By finishing 15 3-5 seconds apart, these two Harley-Davidsons gave the most remarkable demonstration of consistent performance in the history of the motorcycle industry.

Never before has the Harley-Davidson Motor Company turned out a machine with

the speed and power of the 1915 Harley-Davidson. With an eleven horsepower motor and such additional features as three-speed sliding gear transmission, an automatic oil pump, and double clutch control, it is no wonder that this is a Harley-Davidson year.

1915
Harley-Davidson
Three-Speed
Twin
\$275.00
F. O. B.
Milwaukee
Send for Catalog



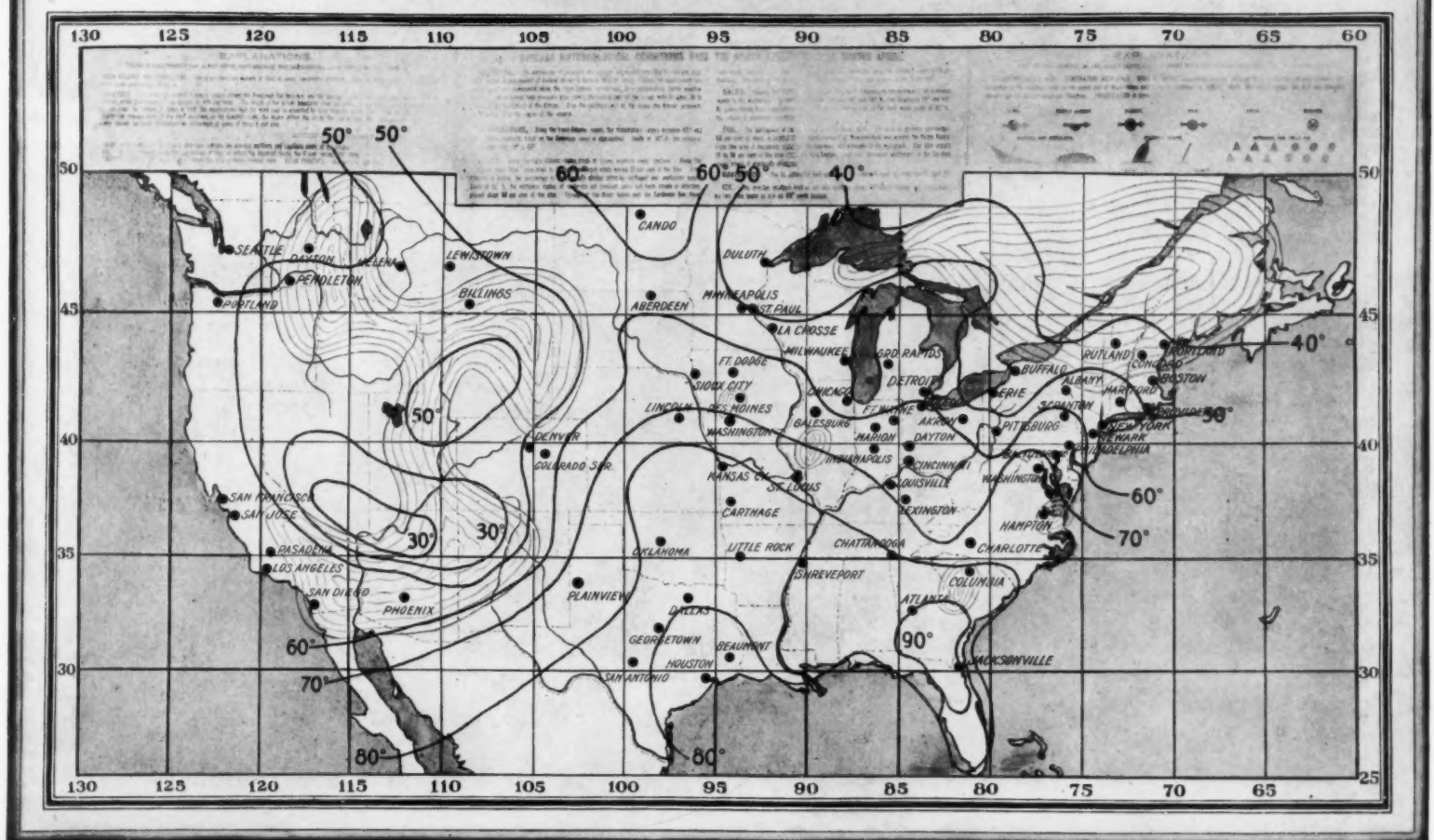
Any
Harley-Davidson
Dealer will
explain in detail
the many
superiorities of
the 1915
Harley-Davidson

More Dealers for 1915—Additions to the Harley-Davidson factories enable us to add more dealers for 1915. Dealers, situated where we are not actively represented who feel qualified to represent the Harley-Davidson in keeping with the Harley-Davidson name and reputation, should get in touch with us at once.

Harley-Davidson Motor Company
427 B Street Milwaukee, Wisconsin

Producers of High-Grade Motorcycles for Fourteen Years

U. S. Department of Agriculture WEATHER BUREAU



SATURDAY, May 1st, 1915, at five o'clock in the afternoon, the U. S. Government Weather Bureau at Washington marked this map showing weather conditions during the Great National Efficiency Test of the Franklin Car that day.

Throughout the Rocky Mountain States there was rain. In thirty localities high winds prevailed. At Chicago, Buffalo, Cleveland, Detroit and other lake points there was a fifty-mile gale to contend with.

This automobile test was for the American public the most significant ever held.

Its effects will be felt by every American able to own and run a motor car—and there is an automobile to every seventh voter in the United States.

The Cost of Inefficiency

The nation's yearly tire bill is more than \$200,000,000—its gasoline bill more than \$150,000,000. Add

the sums spent for repairs—for unnecessary wear and tear, and you have an annual expenditure startling even to a people like ourselves, accustomed as we are to big figures.

The waste due to inefficiency is a drain on the economic life of the country.

The subject of *Motor Car Efficiency* enlisted the special interest of the great American Universities and Technical Institutes.

Laboratory tests at Yale and at the Worcester Polytechnic Institute, showing the remarkable efficiency of the Franklin in comparison with other cars, excited professional comment everywhere.

Other Universities took up the study of the Franklin principles.

The Engineering Department of the State University of Kentucky made "The Test of the Franklin Car" a thesis required for graduation.

This is an age of effi-

ciency. Men's minds have a practical turn. So widespread became the interest, that to supplement laboratory tests a Great National Efficiency Test on the road was arranged.

The Great National Efficiency Test

Among the Supervisors of the test were representatives from the Engineering Departments of the following Universities: Toronto, Yale, Pittsburgh, Cornell, Pennsylvania, Brown, Rochester, Syracuse, Kentucky, Ohio, Lehigh, Cincinnati, Nebraska, Washington, Rensselaer Polytechnic Institute, Armour Institute of Technology, Stevens Institute of Technology, Massachusetts Institute of Technology and Pratt Institute.

At nine o'clock on the morning of May first, the Franklin Cars started in all parts of the United States and Canada, over all sorts of roads, and regardless of weather conditions.

Each car carried a Supervisor of Tests, who had already certified the preliminary details—the gasoline tested to prove that it was the ordinary commercial quality; officially measured by the Sealers of Weights and Measures of the respective States; the routes planned so the cars would be compelled to go and return by the same roads to equalize any advantage of wind and grade; the car a regular model Franklin Car; the drivers men with experience on a par with the average automobile owner.

Results: 137 regular Franklin Cars, in 137 Cities, averaged 32.1 miles to a single gallon of gasoline—

The highest record 55 miles to a gallon of gasoline—

44 cars averaged 40 miles to a gallon of gasoline.

A New Standard for Measuring Motor Car Efficiency is Established

Here at last, with this remarkable record, the Franklin Car establishes a standard for comparison of automobile efficiency. It provides the public with a simple and definite means for judging automobile values—the best they have had since the automobile was invented.

Everybody knows how to judge the relative value of upholstery, paint, leather, fittings—the things on the outside of a car.

It is the things on the inside—things the buyer doesn't see, that burn up money.

If a car is not right in design, in construction, in material, it will show first in the gasoline tank.

Engineers determine the efficiency of an automobile

by comparing the *useful power* delivered to the *driving wheels*, with that which is lost by friction.

Gasoline Consumption will show up inefficient tires. They will use extra power in friction—*more gasoline is used.*

Gasoline Consumption will show up excessive weight. Excess weight requires more power to move—*more gasoline is used.*

Gasoline Consumption will indicate whether a car will last. Where more gasoline is used there is *friction*, and where there is friction there is wear and tear.

Gasoline Consumption will show up useless mechanical complications. The more working parts to a car the greater the friction—*more gasoline is used.*

The mileage secured from a gallon of gasoline is a true indication of the total efficiency of the whole car. It takes into account the efficiency of the tires, axles, universal joints, transmission, clutch, mechanical efficiency of the engine, thermodynamic efficiency of the engine—everything about the car.

Consider what this test of the Franklin Car means to you—to every owner of an automobile—to the scientific and technical men who watched the test from start to finish.

Think what it means when so little power is lost by friction: when the maximum of power is delivered to the driving wheels with an average of 32.1 miles to a gallon of gasoline the country over!

Only a Fine Car can do it. You have had your experience. Now make your comparisons.

Sworn Final Results

City	Driver	Road	Record
Akron, O.	A. Auble, Jr.	Good	51.8
Aberdeen, S. D.	G. M. Worthington	Rough	22.7
Albany, N. Y.	C. G. Heck	Heavy	30.5
Amboy, Ill.	A. Aschenbrenner	Good	25.6
Athens, O.	C. H. Welch	Dry	31.8
Atlanta, Ga.	W. M. Hull	Rough	31.3
Auburn, N. Y.	G. H. Leonard	Muddy	31.4
Baltimore, Md.	W. F. Kneip	Good	38.0
Bar Harbor, Me.	F. L. Savage	Muddy	22.2
Billings, Mont.	Arthur Barth	Muddy	20.0
Binghamton, N. Y.	S. H. Lewis	Muddy	27.0
Boston, Mass.	Otto Lawton	Fair	39.9
Brooklyn, N. Y.	G. B. Perkins	Fair	36.1
Buffalo, N. Y.	George Ostendorf	Fair	26.2
Canton, O.	G. W. Belden	Good	43.5
Carthage, Mo.	A. L. Caulkins	Muddy	36.0
Charlotte, N. C.	J. D. Woodside	Fair	36.2
Chattanooga, Tenn.	J. H. Alday	Dry	30.3
Chicago, Ill.	F. H. Sanders	Good	30.7
Cincinnati, O.	Newman Samuel	Dry	35.7
Cleveland, O.	R. H. Eckenroth	Fair	21.4
Colorado Springs, Col.	G. W. Blake	Fair	30.7
Columbia, S. C.	Wm. Gibbs	Good	26.1
Columbus, O.	O. C. Belt	Dry	31.7
Concord, N. H.	W. E. Darragh	Wet	33.6
Cortland, N. Y.	J. A. Farrell	Wet	28.8
Dallas, Texas	W. G. Langley	Good	38.6
Danvers, Ill.	Frank Simpson	Fair	31.5
Dayton, O.	F. B. Heathman	Good	30.5
Decatur, Ill.	C. E. Dawson	Dry	32.9
Denver, Colo.	F. C. Cullen	Heavy	21.0
Des Moines, Iowa	S. P. Johnston	Good	34.2
Detroit, Mich.	W. J. Doughty	Fair	42.3
Duluth, Minn.	J. T. Peacha, Jr.	Heavy	35.2
Eau Claire, Wis.	G. R. Wood	Fair	26.7

City	Driver	Road	Record
Elizabeth, N. J.	F. V. Price, Jr.	Poor	40.8
Elmira, N. Y.	Fred M. Jones	Muddy	31.4
Erie, Pa.	John Griffith	Fair	31.5
Fall River, Mass.	Ernest Place	Fair	37.8
Falmouth, Mass.	F. W. Crocker	Heavy	28.9
Fleetwood, Pa.	Wilson Sell	Fair	34.1
Fort Wayne, Ind.	L. Ohnhaus	Good	31.9
Galesburg, Ill.	E. T. Byram	Dry	22.6
Geneva, N. Y.	W. W. McCarroll	Dry	34.3
Georgetown, Texas	T. J. Caswell	Dry	23.6
Grand Forks, N. D.	J. W. Lyons	Heavy	23.6
Grand Rapids, Mich.	J. R. Jackson	Fair	28.1
Great Falls, Mont.	B. D. Whitten	Dry	37.6
Greensburg, Pa.	E. L. Turner	Dry	28.6
Greenville, S. C.	R. S. Tannahill	Dry	34.4
Hampton, Va.	J. V. Bickford	Fair	22.0
Hartford, Conn.	H. P. Seymour	Good	40.4
Helena, Mont.	W. L. Swendeman	Muddy	18.4
Holtville, Cal.	W. J. Seat	Sandy	24.1
Hoosick, N. Y.	John Moseley	Fair	36.4
Houston, Texas	Rudolph B. White	Rough	22.5
Indianapolis, Ind.	Glenn Diddel	Good	35.0
Ishpeming, Mich.	E. R. Nelson	Heavy	27.9
Ithaca, N. Y.	H. L. Cobb	Fair	30.4
Jacksonville, Fla.	W. F. Winchester	Dry	30.0
Kankakee, Ill.	F. A. Balci	Good	29.1
Kansas City, Mo.	E. F. Williams	Fair	43.7
Kingston, N. Y.	W. M. Davis	Fair	32.3
LaCrosse, Wis.	Alfred James	Dry	29.0
Lake Park, Iowa	H. C. Meyer	Rough	27.6
Lexington, Ky.	F. K. Dodge	Dry	33.5
Lindsburg, Neb.	Fred M. Ryan	Rough	24.6
Little Rock, Ark.	J. F. Jones	Dry	31.1
Los Angeles, Cal.	R. C. Hamlin	Good	35.1
Louisville, Ky.	G. M. Younger	Dry	36.8
Marion, Ind.	M. L. Swayzey	Good	33.0
Meriden, Conn.	J. P. Miller	Dry	49.2
Milwaukee, Wis.	Wm. P. Sanger	Fair	61.2
Minneapolis, Minn.	L. A. McKay	Good	47.8
Moline, Ill.	H. E. Duncan	Fair	23.1
Montreal, Can.	H. Grothe	Muddy	24.6
Neenah, Wis.	J. P. Stroebel	Dry	26.3
New Bedford, Mass.	S. C. Lowe	Good	33.0
Newark, N. J.	W. L. Mallon	Dry	36.5
New Haven, Conn.	Cowles Tolman	Dry	55.0
New York City	Glenn A. Tisdale	Wet	35.2
Oshtemo, Pa.	H. S. Plimley	Sandy	18.3
Oklahoma City, Okla.	C. W. Lee	Good	34.8
Paris, Ky.	C. A. Weber	Fair	34.0
Pasadena, Cal.	W. P. White	Good	31.4
Paterson, N. J.	Nicholas Hughes	Good	34.9
Peoria, Ill.	S. K. Hatfield	Good	34.3
Philadelphia, Pa.	James Sweeten, Jr.	Wet	41.9
Phoenix, Ariz.	George Hagaman	Wet	53.0
Pittsburg, Pa.	W. Murray Carr	Dry	34.2
Plainview, Texas	John J. Eller	Muddy	24.1
Portland, Me.	H. D. Cushman	Muddy	24.9
Portland, Ore.	J. C. Braly	Good	43.8
Providence, R. I.	W. L. Wilcox	Wet	43.8
Putnam, Conn.	O. C. Bosworth	Muddy	29.8
Redlands, Cal.	B. S. Hatfield	Muddy	26.0
Regina, Sask., Can.	A. O. Store	Good	33.9
Remington, Ind.	B. Johnston	Dry	23.5
Rochester, N. Y.	G. R. MacCollum	Good	34.5
Rockford, Ill.	L. J. Theiss	Fair	33.4
Rutland, Vt.	O. H. Coolidge	Muddy	26.6
Saginaw, Mich.	Fred H. Witters	Dry	25.1
San Antonio, Texas	L. F. Birdsong	Dry	35.6
San Diego, Cal.	W. S. Smith	Muddy	29.8
San Francisco, Cal.	John F. McLain	Good	36.1
San Jose, Cal.	L. Normandin	Good	35.6
Saranac Lake, N. Y.	E. E. Bellows	Wet	30.3
Scranton, Pa.	O. D. DeWitt	Rough	36.4
Seattle, Wash.	W. A. Wicks	Good	39.3
Sharon, Pa.	C. H. Wiltzie	Dry	24.4
Shreveport, La.	J. M. Nabors, Jr.	Dry	22.2
Sioux City, Iowa	Thomas Murphy	Fair	23.5
Sioux Falls, S. D.	Knapp Brown	Good	41.0
South Bethlehem, Pa.	L. L. Sterner	Fair	25.8
Springfield, Mass.	F. G. Jager	Heavy	36.1
Springfield, Mo.	H. E. Seeley	Fair	26.9
St. Louis, Mo.	J. B. Dryer	Wet	36.9
St. Paul, Minn.	A. H. Clark	Fair	31.8
Syracuse, N. Y.	C. W. Bull	Fair	41.7
Toledo, O.	Harvey Jones	Heavy	24.8
Toledo, O.	C. B. Sage	Good	31.7
Toronto, Ont., Can.	A. W. Wilson	Good	34.9
Trenton, N. J.	Walter Richards	Bad	25.8
Utica, N. Y.	W. W. Garabrant	Heavy	39.3
Vincennes, Ind.	D. D. Aldrich	Poor	35.7
Walla Walla, Wash.	R. H. Tuttle	Muddy	34.2
Walton, N. Y.	J. R. Bryce	Muddy	18.8
Washington, D. C.	T. Hendrick	Good	33.8
Waterloo, Iowa	R. H. Cramer	Fair	39.7
Wellsville, N. Y.	Oak Duke	Fair	27.7
West Brooklyn, Ill.	J. W. Thier	Rough	35.1
Wheeling, W. Va.	J. J. O'Keefe	Good	26.2
Williamsport, Pa.	S. A. Courson	Bad	20.3
Wilkes-Barre, Pa.	W. S. Lee	Sticky	34.1
Wilmington, Del.	Peter Hanson	Fair	25.3
Worcester, Mass.	P. B. Williams	Muddy	29.7
Youngstown, O.	Jacob Stuhldreher	Good	27.9

Make Your Own Comparisons

Many people do not want agents calling on them until after they look into and check up the facts—then make their own comparisons.

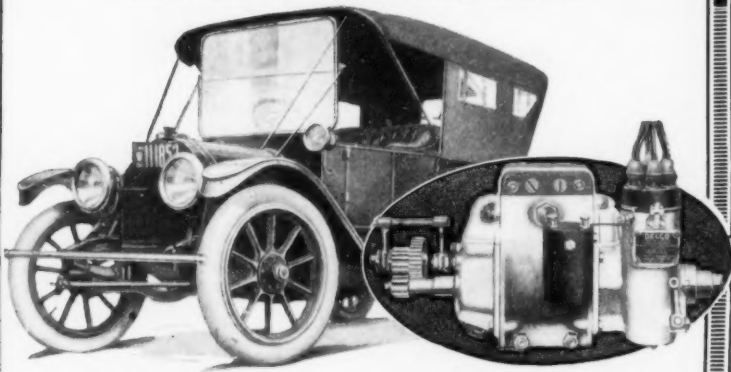
To any man or woman who cares enough about motor car efficiency—motor car economy—to write us, asking for *Franklin Facts*, asking us to show why the Franklin Car is the most efficient automobile in America today—why it is the easiest riding car—why it will go further in a day, with the greatest comfort and least expense—we will send the proofs.

We rely entirely upon our certified facts, upon proven results. They mean so much to you, we want you to have them even though you do not buy another car in five years.

FRANKLIN AUTOMOBILE COMPANY
Syracuse, N. Y.

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ELECTRIC CRANKING LIGHTING IGNITION



This is the Story of One of the First Electrically Cranked Cars that ever Left the Factory

It is a 1912 model—placed on the market in the summer of 1911—It is *Delco Equipped*.

The owner is a physician—and that means excessively hard service for the electrical equipment.

The physician stops and starts his car a great deal—His lights are burning much of the night. The drain on the batteries is continuous and heavy—and the runs are so short that there is little opportunity to generate electricity—

Electrical equipment that will stand up for more than three years under that kind of usage must be fundamentally and mechanically right—

Here is what this Physician says in a recent letter to the factory—

"I am the owner of a 1912 Cadillac, with Delco equipment. I have driven this car over 15000 miles in all kinds of weather without even having to recharge the batteries. In all that time the cranking system has never once refused to work and the ignition has been perfect.

"If I buy another car, my first demand will be that it shall be Delco equipped."

The name and address of this Physician is withheld from publication for ethical reasons—but will be furnished upon request.

240,000 Delco Equipped Cars Now in Operation.

The Dayton Engineering Laboratories Company, Dayton, Ohio

Proper Business Card Equipment

can be provided in only one way, if the best results are to be secured from the use of a business card. No other card will meet every requirement of the up-to-date business man.

Appearance of our neat card in case



absolutely smooth—there is no indication of detachment—and they are unmarred and attractive. Send for a sample today and detach them one by one. You cannot appreciate their uniqueness except by an examination. SEND TODAY.

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Economical, reliable, steady, satisfactory engine service built into every Galloway gasoline and kerosene engine. Heavy weight, large bore and long stroke low speeded. Compare it with any engine! Then decide! Don't buy an engine of any make at any price until you know all about Galloway engines.

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Great volume, perfected design and simplicity make Galloway prices possible. Built from best material on modern automatic machinery, all parts standardized. Sold to you at one small profit. No unnecessary parts. Built-in quality steadily increases our volume. All styles and sizes from 1-2 h. p. to 16 h. p. at proportionate prices. A postal order big Galloway engine book free. Engines shipped from Minneapolis, Council Bluffs, Kansas City, Waterloo or Chicago. WM. GALLOWAY CO., Box 2355 WATERLOO, IOWA

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The Wonder-City

We are bound for San Francisco where the Wonder-City stands With its marvelous exhibits, and its banners, and its bands, And its minarets and temples, and its vast Machinery Hall, And its domes like crystal bubbles, and we want to see them all. Every route by rail or river to the Wonder-City leads, Every wheel and hoop and motor to its magic portal speeds; For the world has sent its richest and its rarest and its best To contribute to the splendor of the Durbar of the West.

'Tis the wedding of the waters that we proudly celebrate, With a gorgeous Exposition in the great and golden State; The Atlantic and Pacific roll their surges into one, And the East and West united speed their ships from sun to sun. Up among the high Sierras where the snows forever cling They are mining out the metal for the mighty marriage ring; And the bridal wreath is twining where eternal springtime blooms, In the Santa Clara valley, with its petals and perfumes.

We must buy a pipe for father, and a brooch for little Sal, And a book for brother Teddy all about the big Canal, And a Chinese coat for mother with the softest wadding lined, And a lot of picture post-cards for the friends we leave behind. There'll be shows and games and races to enthral us every day, With a glowing panorama full of life and color gay; Flags are flying, roses blooming, fountains spouting silver foam, And I am almighty sorry for the folks who stay at home.

Hurry up and get the ticket through to where the sunset fires Burn in concentrated glory on the Wonder-City's spires! It is worth a journey over half a world to see the lights Flashing from its proud pavilions like celestial satellites. There's a Tower of Jewels waiting to entrance our dazzled eyes, There are palaces of beauty, white against the azure skies; Classic courts, and rainbow gardens, where a thousand pleasures throng, We are bound for San Francisco, you had better come along.

MINNA IRVING.

Healthiest City in the World

By C. T. CONOVER

SEATTLE, in addition to being the center of what is doubtless the greatest summer playground on the continent, is according to government statistics the healthiest city in the world. Seattle's death rate in 1910 was 10.1, the next lowest city being Sydney, Australia, with 10.4. In 1911 Seattle lowered its percentage to 8.87, in 1912 to 8.53, in 1913 to 8.4, and in 1914 to 8.1. The highest death rate of any State was New Hampshire, 17.1. Washington was the lowest of all states, 8.5.

According to United States mortality statistics Seattle is in a class by itself in respect to the low rate of infant mortality, the death rate of children under five being 189 per 100,000. Fall River has 922.5, Lowell 782, Pittsburgh 752, Detroit 586, Buffalo 543. In other words, the baby born in Seattle has from three to five times the chance of surviving that children born in the East and Middle West have. This enviable condition is largely due to an equable and soothing climate, free from all extremes, and water of chemical purity. During the winter just past there has not been a flake of snow, and just enough rain to make the succeeding days more glorious by contrast. The annual precipitation for a ten-year period has been 30.7 inches, far lower than in any city in the East or Middle West.

No wonder Dr. Woods Hutchinson says in his work, "The Conquest of Consumption": "It is the charmed land of the American continent, with a temperate sun, a mild climate and a fertile soil; the most restful and soothing climate in the world, the land where 'it is always afternoon,' the ideal home of the blond races upon this American continent, and not yet half appreciated at its full value. If you have never seen Oregon, Washington or British Columbia, you lack important qualifications for imagining what the climate of heaven may be like."

MOSLER SPIT-FIRE \$1.25

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There is ONE BEST Spark Plug for your car—Which is it?

WE GUARANTEE THAT THIS PLUG HAS A GENUINE PLATINUM POINT

Long Life!

If you want the plug that is warranted to outlast your engine—gas-tight, soot-proof, oil-proof, everlasting and Platinum pointed, get

Mosler's SPIT-FIRE Red-Tag \$1.25

Literally shoots flame—swift, uniform combustion. Standard equipment on such cars as Pierce-Arrow; ideal for Packard, Peerless, etc. Insist on Red Tag.

Mosler's VESUVIUS Open-end \$1.00

Stone-insulated, everlasting, efficient; easily cleaned; gas-tight; proof against soot, oil, water. Standard equipment on Pierce-Arrow.

ASK YOUR DEALER If he can't supply, send us the price and we'll mail post-paid. Mention car. Name dealer. Ask for a free copy of "Mosler on Spark Plugs" The handy guide that tells at a glance just which kind, type and size of plug is right for your car. Free at dealer's, or mailed on request.

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You Could Carry It on a Finger

Basline Autowline weighs only 4 1/2 lbs.—so light and small you can tuck it in your car any place. But get this: When you want a tow home, Basline Autowline takes hold and hangs on with its Patented Snaffle Hooks till the job is done. Made of famous Yellow Strand Powersteel wire rope—about 25 feet long, 3/4-inch in diameter, 4 1/2 pounds in weight—a midjet in size, a giant in strength. Of all dealers, Price, east of the Rockies, \$3.95. Insist on Basline Autowline with the Patented Snaffle Hooks. Powersteel Trunkline is the "big brother" of Basline Autowline. Extra strong, for heavy truck towing. Price, east of Rockies, \$6.50. If your dealer cannot supply you, order of us direct.

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BASLINE AUTOWLINE Garage \$69.50

10 x 12 feet "Steelcote" Edwards ready-to-use garage, \$69.50 complete. Factory price. Fireproof. Portable. Quickly set up. All styles and sizes of garages and portable buildings. Send postal for illustrated catalog. The Edwards Mfg. Co. 235-345 Eggleston Ave., Cincinnati, O.

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7 Vital New Features

Given in Goodyear Motorcycle TIRES

1915 Goodyears mark the summit of motorcycle tire achievement. Even without these 7 big improvements, Goodyears won all notable records for speed and endurance.

15% Price Reduction

And now, in spite of these extra costly features, Goodyears in the 3-inch size have been lowered 15 per cent in price. Goodyear popularity—mammoth production—made possible this tire saving for you.

3 to 1 Demand

The demand for Goodyear Motorcycle Tires is almost 3 to 1 of any other make.

Last year their sales were greater than all other makes combined.

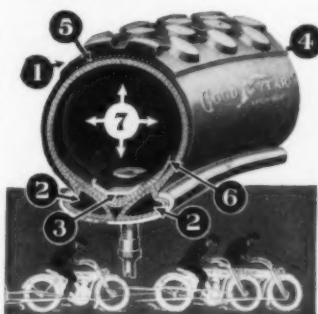
Goodyear sales were 39 per cent more than the previous year.

They were six times as great as four years before.

And 3 out of 4 new motorcycles came equipped with Goodyears.

Riders judged them under all conditions. And they did not think that men could make them better.

Yet Goodyear experts—whose research costs us \$100,000 yearly—discovered these 7 ways.



Mileage Increased—(1) by giving a heavier, tougher tread.

Creeping Prevented—(2) by stiffer, firmer beads, (3) by equipping the tube with a metal valve spreader. It clutches the casing and rim like a vise.

Ply-Separation Prevented—(4) by welding each ply at the splice—the same as in the famous Goodyear automobile tires.

Fabric Fortified and Shocks Absorbed—(5) by adding a breaker strip, of heavy rubber-impregnated duck, between the tread and carcass, as in Goodyear automobile tires.

Chafing Prevented—(6) by perfecting a feather-edge flap, (7) by giving a 30 per cent heavier inner tube of supreme-quality stock.

\$50,000 More Value

We are giving \$50,000 more value in 1915 Goodyear Motorcycle Tires.

For these 7 features cost us much of what we save by multiplied output.

Yet we are content to give them freely—for they are winning new thousands to Goodyears.



When you buy motorcycle tires—when you buy a motorcycle—be sure that you insist on Goodyears.

They cost you no more than lesser tires, remember. And any dealer can supply you Goodyears or can get them from a nearby Goodyear branch at once.

THE GOODYEAR TIRE & RUBBER CO.
Akron, Ohio
Makers of Goodyear Automobile Tires



A RAILROAD OFFICIAL'S INSPECTION CAR

This is an ordinary car adapted for railroad use by the removal of all four wheels and their substitution by four especially constructed wheels having flanges similar to those on railroad cars. The car can maintain an average speed closely approaching that of the average express train.

Motorists' Column

Motor Department

Conducted by H. W. SLAUSON, M. E.

Readers desiring information about motor cars, trucks, delivery wagons, motorcycles, motor boats, accessories or State laws, can obtain it by writing to the Motor Department, LESLIE'S WEEKLY, 225 Fifth Avenue, New York City. We answer inquiries free of charge.

SELECTING THE PROPER MOTOR-TRUCK

"HOW many horses will a motor-truck replace," is a question that is asked of the Motor Department by hundreds of inquirers.

The answer does not depend solely on the size of truck under consideration. In fact, its size is probably the least important factor. A properly-selected 1500-pound truck, for example, handled under correct conditions of routing, loading and operation, may replace more horses than a five-ton truck run under adverse conditions. A five-ton truck can no more be used at a profit in a "500-pound business" than can a 500-pound truck be expected to do the work requiring the services of a five-ton vehicle.

It must be confessed that, in the past, there has been too little relation between the ultimate purchaser of a truck and the manufacturer of that vehicle. While the manufacturer may be sincere in his desire to place his trucks only in installations in which he is certain they will prove successful, he is oftentimes at the mercy of agents and sub-dealers who will make extravagant guarantees and promises as to performance, which could never be lived up to by any truck, subjected to the conditions under which it would be expected to operate. Reliable motor-truck manufacturers are realizing, however, that unsatisfactory installations serve to injure the industry as a whole, and their own business in particular, to a far greater extent than would be represented by the loss of a sale under conditions which it is evident would prove unsatisfactory to the user.

But even in these days, instances are occasionally brought to our attention in which is indicated a lack of proper supervision of their agents and salesmen on the part of some motor-truck manufacturers. For example, a salesman will say that a certain three-quarter ton model produced by his company can easily carry 2000 pounds. Probably it can; the factor of safety in motor-truck construction is far greater than this; but if the salesman, as representative of the manufacturer, sells a three-quarter-ton truck as a one-ton vehicle, it is morally certain that the purchaser will use this, not only as a one-ton vehicle throughout the greater part of the time, but occasionally as a one-and-one-half-ton truck. Such overloading will assuredly result in such high tire costs and repair bills that the purchaser will become disgusted with his experiment in truck transportation and will return to the horse-trucking system. Therefore, while the sale of that particular car may have been

due solely to the agent's representation of its greater capacity, the friendship of that particular business man for the motor-truck will probably be ruined for all time, and his experience will be used by many of his associates as a reason why they should profit by his experiment and remain true to the horse. A truck that is constantly overloaded will prove to be as unprofitable an investment as a large truck used in a small business.

If a man has but two or three horses to replace and can see no immediate opportunity for the increase of his business, he should confine himself to the selection of a truck of moderate capacity that, when operated during the greater part of each business day and at close to its normal load, will just about serve to do the work of the horses that it is replacing. Such an installation, if care is taken in the routing, loading, and unloading, will prove profitable, and is the kind that will result in additional friends for the motor-truck.

There are a few isolated lines of endeavor in which a motor-truck will not prove profitable. The manufacturer or his agent who has the good of the industry at heart will frankly admit that in such businesses his line of trucks will not prove a profitable investment. This same manufacturer will also advise against the purchase of a truck if he can foresee that, regardless of how excellent the general conditions might be, the prospective purchaser himself is not of the type who will give that truck the proper care and look after its loading and routing in such a manner that it will prove profitable in his business. The sale of such a truck to a business (?) man of this character is a liability rather than an asset to the entire truck industry.

The future of the truck industry depends upon the successful installations that are made now. Ninety-five per cent. of all businesses can be made to show a greater profit if some form of motor delivery system is used in place of a horse and wagon. There is a motor-driven vehicle of some sort that can meet the needs of practically every business man. The problem is to find that truck and install it properly. Beware of that truck company or salesman who, without investigating conditions thoroughly, will promise Aladdin-like profits or savings from the use of a truck, or who will recommend a truck of a certain capacity for loads of one-half or double their capacity merely because that is the only model which he happens to produce or to have available for sale.



Youth's Springtime

—can be maintained well beyond the forties if one preserves the elasticity and bounce of health by proper living.

The secret is simple—food plays a big part.

Without question the condition of early "old age"—indicated by lack of physical and mental vigor—is often caused by a deficiency of some of the vital elements in the daily food—usually the mineral elements.

These elements—potassium, iron, calcium, phosphorous, etc.,—abound plentifully in nature's food grains, but modern cookery denies them both as to quantity and right proportions for building and maintaining well-balanced bodies and brains.

Recognizing the need for "complete" nourishment, an expert, some eighteen years ago, perfected a food containing all the rich nutriment of wheat and barley, including full-quantity, well-balanced mineral values, in true organic form.

That food is

Grape-Nuts

—sold by grocers everywhere.

This famous ready-to-eat food has won remarkable favor, and its success is based wholly upon long-continued use by thousands of thinking people.

One can ward off premature old age and retain youthfulness by right living.

"There's a Reason" for Grape-Nuts

NO STOPPING—NO HONING



The Gillette at the Fair

S AID a man just back from the Panama-Pacific Exposition: "Some of the biggest things at the Fair are the little things." The Gillette Safety Razor, for instance—a little thing, made in America, that has encircled the globe. The most universal men's specialty in the world. Whether the visitor be an American citizen, a Russian Nobleman or an Indian Maharajah, the Gillette—no

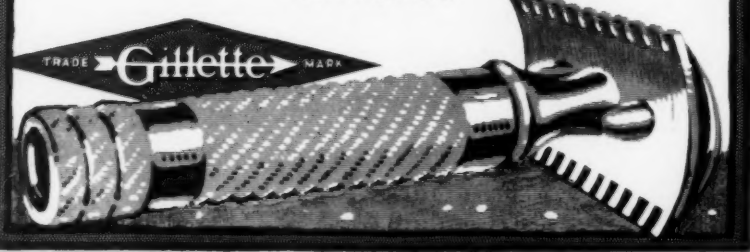
stopping, no honing—is a home friend among a wilderness of strangers.

By all means, call at the Gillette Booth when you visit the Fair—located in the Varied Industries Building.

On your way to San Francisco the Gillette will make things easier for you. Get one and take it with you. Dealers everywhere.

Gillette Safety Razors, \$5 to \$50. Blades, 50c. and \$1 a packet.

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"Robert Fulton" "Albany"

Daily except Sunday. All through rail tickets between New York and Albany accepted. Music; restaurant.

Send 4 cents for illustrated literature.

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You cannot go abroad for pleasure this year—but you can enjoy the benefits of an ocean voyage without the discomforts.

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vast ocean shoreline, with its hundreds of resorts beckons you. Delightfully cool climate—surf bathing and all out door sports.

Send ten cents to the Gen'l Pass'r Agent, Long Island R.R., Pennsylvania Station, N. Y., for beautifully illustrated book covering Long Island.



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Leslie's Travel Bureau

(Continued from page 510)

trip from Denver to Boulder will be \$1.60 additional and to Elsie, Nebraska, from Holridge will be \$2.54 extra each way. If desirous of having an ocean voyage why not return via one of the northern routes, taking the San Francisco-Seattle or San Francisco-Portland steamers? Fare via these routes is \$17.50 higher than via direct lines, whether steamer or rail is used from San Francisco to Seattle or Portland. Another pleasant ocean trip is from San Francisco to Los Angeles or San Diego, fare about \$8 each way, but there are so many delightful places to visit in Southern California, that this trip is seldom recommended. With incidental expenses, meals en route and living expenses where stop-overs are made, it would be very difficult to make the trip on the sum you mention.

H. J. G., Beaver Dam, Wis.: In making the tour from Beaver Dam to the exposition cities, you can return via the Santa Fe and visit the great scenic wonder—the Grand Canyon, thence routing via Denver, Omaha or Kansas City and Chicago. The three months special Exposition rate for this trip is \$89.16, first class Pullman approximately \$40 additional.

H. B., Acetink, Va.: There is no way you can reach New Orleans direct from Norfolk by boat. There is a rail-water one-way rate to San Francisco from Baltimore of \$72, routed via Merchants & Miners Transportation Co. to Savannah, thence rail to San Francisco via Montgomery, New Orleans, El Paso and Los Angeles. It would be cheaper to make the round trip by rail from Washington.

L. M. S., Yoakum, Texas: There is no special exposition reduced rate to San Francisco over the route outlined. The points mentioned can be visited on regular tickets, except as follows: El Paso to Denver \$27.75, round trip Denver to San Francisco, with stopovers as desired, \$45, exclusive of Pullman accommodations. On the return the portion of your ticket from El Paso to Denver will be forfeited, but this is the cheapest over the route you outline.

A. McC., Jacksonville: You can purchase a combination rail-water one-way ticket from Toledo to Jacksonville via rail to Baltimore, thence Merchants & Miners Transportation Company to Jacksonville, for \$26.61. This rate includes berth and meals on steamer from Baltimore to Jacksonville, but not Pullman charge from Toledo to Baltimore, which is \$3.50 additional. Steamers leave Baltimore from Jacksonville every Tuesday and Friday at 6 P. M. Washington is an hour's journey from Baltimore.

J. B. H., Yazoo City, Miss.: Making the western journey in the hottest part of the summer, as you plan to, it would be well to make the trip one way via a northern route, visiting either the Canadian Rockies, Yellowstone or Glacier Park and return via one of the direct lines east through Denver and St. Louis. Fare via New Orleans, through Southern California, with stopover at San Diego and returning via the Santa Fe and Grand Canyon or any of the direct lines east is \$63.50; via Chicago and direct lines one way the same rate will apply. Via any of the northern roads one way, involves an additional charge of \$17.50. Booklets of the scenic routes being mailed.

A. A. C., Clinton, Mo.: The Society Group of South Sea Islands and New Zealand Islands are on the line of the Union Steamship Co. The steamers call at Papeete, Tahiti, Rarotonga, Cook Islands, and Wellington, New Zealand. They do not make Honolulu a port of call except on their circle tours. Tour No. 1 from San Francisco to Papeete, Rarotonga, Wellington and Sydney, returning to San Francisco or Vancouver via Auckland, Suva (Fiji) and Honolulu costs \$337.50. Tour No. 2, costing \$575, is from San Francisco to Sydney via Papeete, Rarotonga and Wellington, returning via Manila, Yokohama and Honolulu. The Oceanic Steamship Co. also visits Honolulu but does not call at the Society or Cook Islands. Instead it touches at Samoa en route to Sydney. July is a good month as the seasons in Australia and New Zealand are the opposite of ours. The war has not interfered with transpacific travel.

Leslie's Export Promotion Bureau

(Continued from page 514)

hot-water or dry-air heating systems to be found in these countries. There are but few open fireplaces or grates. Buenos Aires had, when I was there last, three steam-heated hotels. The large rooms with high ceilings are fine during the intense heat of summer but in the winter are positively cold-storage chambers.

I believe that with but little effort these people could be made to see the practicability of coal oil, gasoline, wood and coal stoves, as well as modern heating systems.

Refrigerators are practically unknown, and are to be found in but few native homes or establishments. The Latin-American family buys for the day only. Each morning the cook goes to market and purchases the fish, meat and vegetables required, and there is no food left over. Another cause which militates against the extensive use of the refrigerator is the fact that there are but few ice plants in these lands and they are located only in the larger cities. The average native feels that ice is not a necessity. Some argue that its use is positively harmful. In one torrid town at the foot of the Andes, a large glacier can be seen in the mountains towering above it. From this nearby natural supply sufficient ice might easily be obtained for the comfort of the inhabitants. When I suggested to one of the leading merchants the advisability of taking advantage of this ice, and told him how necessary ice was for the average American, he shrugged his shoulders and said: "If God wanted us to have ice, he would have put that glacier on the edge of this town."

However to-day the demand for ice and iced drinks is rapidly increasing in these countries. Only a few years back I never tasted ice water after I left the ship which took me from the States until my return. Now one may get it in most all of the larger cities.

A small, simple, efficient and economical combined ice-making machine and refrigerator would make a fortune for the man who would introduce it to these people. Not only is the Latin-American ready to buy such a device, but good markets exist all over the world, especially in warm countries like India, Egypt, China, Africa, the Philippines, the West Indies, the East Indies, and Australasia.



Across Lake Erie Between Sunset and Sunrise

You leave in the cool of the evening—you arrive before the heat of the day. What better means of travel between Detroit and Buffalo than a night journey by boat? A delightful evening on the water, a refreshing night's sleep, and a fascinating view of sunset and sunrise.

The Two Giants of the Great Lakes. City of Detroit III and City of Cleveland III, make the trip across Lake Erie only every evening and arrive at their destination early the next morning. These two "floating palaces" are equipped with every modern convenience—beautiful cool parlors, music, telephones in every stateroom, washed air ventilating systems, splendid dining service, perfect attendance—every comfort of a first-class hotel.

"Take a D. & C. Boat when you go afloat." Daily service between Detroit and Cleveland and Detroit and Buffalo. Four trips weekly from Toledo and Detroit to Mackinac Island and return; special steamer Cleveland to Mackinac Island, two trips weekly to stops en route—Detroit and Alpena; special day trips between Detroit and Cleveland during July and August; daily service between Toledo and Put-In-Bay.

Railroad Tickets Accepted for Transportation on D. & C. Line steamers between Detroit and Buffalo or Detroit and Cleveland, either direction. Information on rates and time tables upon request. For illustrated pamphlet and Great Lakes map, send two-cent stamp to L. G. Lewis, General Passenger Agent.

D. & C. TAILORING—send one dollar, cash or money order, for D. & C. Good Luck gilette from men's neat pilot or women's beach pin, set with Mexican rubies and emeralds.

DETROIT & CLEVELAND NAVIGATION COMPANY
21 Wayne Street, Detroit, Mich.
PHILIP H. McMillan, Pres. A. A. SCLANTZ, Vice-Pres. & Gen. Mgr.
All D. & C. steamers arrive and depart from Third Ave. Wharf, Detroit.



EXTRAORDINARY OFFER—30 days free trial on this finest of bicycles—the "Ranger." We will ship it to you on approval, freight prepaid, without a cent deposit in advance. This offer is absolutely genuine. **WRITE TODAY** for our big catalog showing men and women, boys and girls at prices never before equaled for like quality. It is a cyclopedia of bicycles, sundries and useful bicycle information. It's free. **TIRES, COASTER-BRAKE** rear wheels, inner tubes, lamps, cyclometers, equipment and parts for all bicycles at half usual prices. A limited number of second hand bicycles taken in trade will be closed out at once, at \$3 to \$8 each. **RIDER AGENTS** wanted in each town to ride and exhibit a sample 1915 model Ranger furnished by us. **It Costs You Nothing** to learn what we offer you and how we can do it. You will be astonished and convinced. **Do not buy** a bicycle, tires or sundries until you get our catalog and new special offers. **Write today.** MEAD CYCLE CO., Dept. M174, CHICAGO, ILL.

For Your Vacation—Go To BERMUDA

Unlimited Attractions for Vacationists. Cooler than Middle Atlantic Coast Resorts. Send for Low Rate Inclusive Tour Circular.

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Safety—Speed—Comfort—Sails Every Wednesday. Quebec S. S. Co., 32 Broadway, N. Y.; Thomas Cook & Son, 245 Broadway and 561 5th Ave., or Any Ticket Agent.

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The Best Regular Services to EGYPT, INDIA, CHINA, PHILIPPINES, JAPAN, AUSTRALIA, NEW ZEALAND. Round World Trips and Winter Tours in INDIA, PERUVIANS & ORIENTAL S. N. CO.

Full information from CUNARD LINE, 24 State St., N. Y.

Learn to PAINT SIGNS and SHOW CARDS personally by mail. 16 years' successful teaching. Big field for men and women. You can **EARN \$18.00 to \$45.00 A WEEK**. Write for full particulars free what's in it for you. **DETROIT SCHOOL OF LETTERING** CHAS. J. STROUD, Founder. Dept. 100, DETROIT, MICH.

NO MONEY

Just ask for a generous trial bottle; 3-in-One cleans and polishes all veneered and varnished surfaces; saves old furniture. Write 3-IN-ONE OIL CO., 42 CEM., Broadway, New York.

P-f-f-f Toc! Toc! Toc! And Your Pipe is Ready to Fill

You know the old familiar motions every pipe-smoker employs. They would be the delight of an efficiency expert.

A sweep of the hand from the pocket or the table top and your pipe is gripped in your teeth.

A blast of breath through the stem and three smart taps on your heel—and your pipe is ready to fill.

NOW. What are you going to fill it with? If you could fill it with a tobacco you might like better than your present brand or mixture, you would be willing to give it a trial, wouldn't you?

Thought so.

Would you be willing to give Edgeworth a trial if a sample were placed in your hands? You certainly would if some friend asked you to smoke a pipeful or two.

Well, the manufacturer of Edgeworth asks you to do it. If you will send him your name and address on a post card, with the name of a store where you sometimes buy your tobacco, a generous sample of Edgeworth Ready-Rubbed will be sent you, prepaid, to try.

Send and get the sample. It may be a revelation to you.

Edgeworth is not the biggest selling smoking tobacco in the world. It is not the second biggest seller, it is not yet the third biggest seller.

But with the men who smoke it—with the pipe-smokers who have "found" Edgeworth, either through the sample that is given, or through some friend, it is simply without a rival.

To the Edgeworth Smoker there is simply no other tobacco but Edgeworth; other tobaccos are for the other fellow.

This is a strong statement. The sample of Edgeworth offered you must prove it. Send for the sample, you will like it.

The retail prices of Edgeworth Ready-Rubbed are 10c for pocket size tin, 50c for large tin, \$1.00 for humidor tin. Edgeworth Plug Slice is 15c, 25c, 50c and \$1.00. It is on sale practically everywhere. Mailed prepaid where no dealer can supply.

Edgeworth Ready-Rubbed is easy to roll into a tight, round cigarette. In a cigarette it is slightly milder than in a pipe and the flavor of an Edgeworth cigarette is refreshingly different.

If you will accept the proffer of a free package, write to Larus & Brother Co., 29 South 21st Street, Richmond, Va. This firm was established in 1877, and besides Edgeworth makes several other brands of smoking tobacco, including the well-known Qboid—granulated plug—a great favorite with smokers for many years.

To Retail Tobacco Merchants—If your jobber cannot supply Edgeworth, Larus & Bro. Co. will gladly send you a one or two dozen (10c size) carton by prepaid parcel post at same price you would pay jobber.



30 Days' Free Trial
Direct to you at factory prices. Beautiful, sanitary. Enameled snowy-white inside and out; revolving shelves, cork cushioned doors and covers; porcelain drinking water reservoir and cooling coil—attachable to city water system if desired.

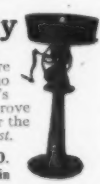
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SANITARY

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1000% profit in operating an Empire Candy Floss machine. Practically no cost for materials. Any place there's a crowd there's a harvest. We prove every statement we make. Ask for the proof on a postal. Catalog on request.

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YOUR PI-

ano will shine like new; 3-in.-One removes stains, soil, scars, scratches; brings back original lustre; generous free sample. Write 3-IN-ONE OIL CO., 42 CEM., Broadway, N. Y.

The Old Fan Says:

By ED. A. GOEWEY

THE baseball dove of peace has been sighted, but 'twill be some time before it alights.

Recent announcements that preliminary steps toward peace had been taken by "Ban" Johnson, president of the American League, and Philip Ball, head of the St. Louis Fed team, met with denials from the leaders of the warring forces.

Immediately after the reports were published I asked Mr. Johnson just what, if anything, had been done in the way of launching a baseball peace movement.

"Nothing," was his reply. "Recently I met Mr. Ball, who is a personal friend, and in the course of our conversation he asked if I did not believe that an end of the baseball war was to be desired. I replied in the affirmative. Then he asked if I did not believe that the withdrawal of the suits before the Federal Court of Illinois would be a good step to take in launching a peace movement. Again I assented. There was no further conversation on the subject and I was misquoted by those who reported that I was scheming with the Federal League to inaugurate a peace propaganda. This I will say, though: No player who broke his reservation or contract with the American League, ever again will be permitted to take part in a game in that organization."

However, the probabilities are that the pipe of peace will be smoked by the baseball authorities after the close of the present season. Both sides are tired of the conflict. The shouts from a few persons connected with the Federal League that they will not cease fighting until all of their terms are granted, mean but little. One or two magnates, whose teams are making real money, still carry chips on their shoulders; but their fellow club owners have seen the light, and realize that no coin is coming in at the box-office windows for baseball played in the courts. The prompt return of Kauff to the Brookfeds when the Giants' management learned that he was bound to the former outfit by a valid contract, and the action of Robert B. Ward, president of the Brooklyn club, of the Federal League, in refusing to accept the services of certain men who desired to play for him, but who were legally bound to organized baseball, are straws which indicate the direction the wind is blowing.

It has been said many times that "Ban" Johnson is the American League, but you can safely place a sky-high wager that James A. Gilmore is not the Federal League by many long miles. When the proper time comes for decisive action it's diamonds to doughnuts that the men who have been spending hundreds of thousands of dollars to keep the "outlaw" organization in the fight will do as they see fit.


I don't know what will be done when the final settlement is made and neither does anybody else at this writing. Possibly the National and American Leagues may be enlarged to ten or twelve clubs each to take in the more desirable Fed teams. Perhaps certain of the biggest backers of the independents may be permitted to purchase clubs in organized baseball, and the left-over outfits placed with the American Association and International League. I don't believe there is a chance of a third major league being taken into the fold of organized baseball, and I have heard enough to state positively that if the National and American leagues are increased, Kansas City will not be among those chosen. It is a good baseball town, but is too far West, necessitating jumps which the big show magnates never will countenance.

We Wonder

There's nothing gives some folks such joy
As in the stands to sit.
And give the players good advice,
And tell them how to hit.
To tip them where to throw the ball,
Just when to steal or slide;
To rail against the umpire's word,
And his decisions chide.
But still we wonder if these men
Who try to run the game,
Have done enough in their own lines
To win success or fame.

Hits and Putouts

Connie Mack is now in favor of an uplift movement and he wants it to start in Philadelphia.—After sizing up the results of his team's efforts during the first few weeks of play, McGraw announced that the Giants were a "bunch of boneheads, utterly unable to play baseball from the collar up." Others might have had similar thoughts but were too polite to express them.—The result of the Herzog-Rigler mixup proves that the best place in which to start something is St. Louis. The judge fined the culprits \$5 each and then, to emphasize the severity of the punishment, remitted the fines.



**First for thirst
Hires**

Don't Pass By Josh Slinger's Ten Dollars

Alert and debonair, Josh Slinger brandishes HIRES before your eyes at all soda fountains. You have doubtless seen him, playing with drought. Many people have found his line of talk as refreshing as the drink he serves, and have suggested new bits of jargon. Many of these have been so chock-full of the Josh Slinger spirit that the Charles E. Hires Co., makers of

Hires

Sold at fountains and in bottles
at grocers', fruit stands, etc.

have decided to let the public have a hand in making Josh Slinger famous. They will, therefore, pay \$10 each for the forty examples of Josh Slinger philosophy—sayings that, in the judgment of a disinterested committee, best fit the character and fit the drink.

Make a pilgrimage to Josh Slinger's nearest headquarters and read the cards on which he talks for publication. Here are some of them: "Thirsts gently suffocated by the HIRES System. 5 cents per 'suff.'" "Want a cool wave? Say HIRES and I'll make it blow up cold."

Then, under the inspiration of a glass of HIRES, dash off a few battle cries of your own against this archenemy, thirst. Can you think of an easier way of staking a claim on \$10? The owner of the shop will tell you there is no red tape to bother with and will give you all the necessary information. In case HIRES is not sold near you, write for more information, enclosing a stamped, addressed envelope.

If you know HIRES, you love it for its good taste.
If you like milk drinks, ask for a milk shake or
malted milk with HIRES for flavor. It's great.

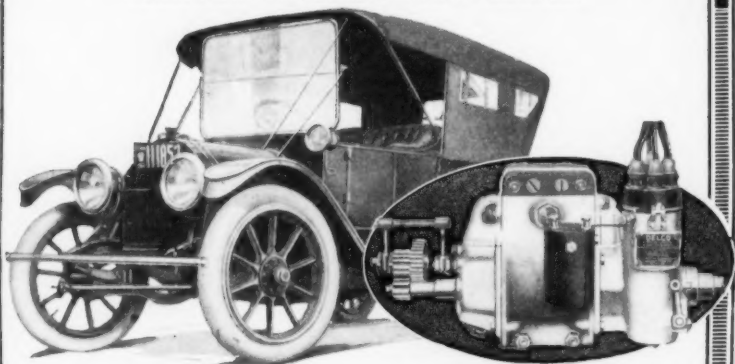
To Dispensers of Soft Drinks

There is a big plum in this for you. In case you haven't learned the details of the plan from our salesmen, write us for information about this and HIRES 1915 special details.

THE CHARLES E. HIRES CO., Philadelphia, Pennsylvania

DELCO

ELECTRIC CRANKING LIGHTING IGNITION



This is the Story of One of the First Electrically Cranked Cars that ever Left the Factory

It is a 1912 model—placed on the market in the summer of 1911—It is Delco Equipped.

The owner is a physician—and that means excessively hard service for the electrical equipment.

The physician stops and starts his car a great deal—His lights are burning much of the night. The drain on the batteries is continuous and heavy—and the runs are so short that there is little opportunity to generate electricity—

Electrical equipment that will stand up for more than three years under that kind of usage must be fundamentally and mechanically right—

Here is what this Physician says in a recent letter to the factory—

"I am the owner of a 1912 Cadillac, with Delco equipment. I have driven this car over 15000 miles in all kinds of weather without even having to recharge the batteries. In all that time the cranking system has never once refused to work and the ignition has been perfect.

"If I buy another car, my first demand will be that it shall be Delco equipped."

The name and address of this Physician is withheld from publication for ethical reasons—but will be furnished upon request.

240,000 Delco Equipped Cars Now in Operation.

The Dayton Engineering Laboratories Company, Dayton, Ohio

Proper Business Card Equipment

can be provided in only one way, if the best results are to be secured from the use of a business card. No other card will meet every requirement of the up-to-date business man.

Appearance of our neat card in case



absolutely smooth—there is no indication of detachment—and they are unmarred and attractive. Send for a sample today and detach them one by one. You cannot appreciate their uniqueness except by an examination. SEND TODAY.

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All Drinking Water Used in the House is Filtered
Send two 2-cent stamps for Illustrated Booklet

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is especially well adapted to accommodate those who come to secure them.

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On the Beach THE LEEDS COMPANY Always Open

The Wonder-City

We are bound for San Francisco where the Wonder-City stands
With its marvelous exhibits, and its banners, and its bands,
And its minarets and temples, and its vast Machinery Hall,
And its domes like crystal bubbles, and we want to see them all.
Every route by rail or river to the Wonder-City leads.
Every wheel and hoop and motor to its magic portal speeds;
For the world has sent its richest and its rarest and its best
To contribute to the splendor of the Durbar of the West.

'Tis the wedding of the waters that we proudly celebrate,
With a gorgeous Exposition in the great and golden State;
The Atlantic and Pacific roll their surges into one,
And the East and West united speed their ships from sun to sun.
Up among the high Sierras where the snows forever cling
They are mining out the metal for the mighty marriage ring;
And the bridal wreath is twining where eternal springtime blooms,
In the Santa Clara valley, with its petals and perfumes.

We must buy a pipe for father, and a brooch for little Sal,
And a book for brother Teddy all about the big Canal,
And a Chinese coat for mother with the softest wadding lined,
And a lot of picture post-cards for the friends we leave behind.
There'll be shows and games and races to enthrall us every day,
With a glowing panorama full of life and color gay;
Flags are flying, roses blooming, fountains spouting silver foam,
And I am almighty sorry for the folks who stay at home.

Hurry up and get the ticket through to where the sunset fires
Burn in concentrated glory on the Wonder-City's spires!
It is worth a journey over half a world to see the lights
Flashing from its proud pavilions like celestial satellites.
There's a Tower of Jewels waiting to entrance our dazzled eyes,
There are palaces of beauty, white against the azure skies;
Classic courts, and rainbow gardens, where a thousand pleasures throng,
We are bound for San Francisco, you had better come along.

MINNA IRVING.

Healthiest City in the World

By C. T. CONOVER

SEATTLE, in addition to being the center of what is doubtless the greatest summer playground on the continent, is according to government statistics the healthiest city in the world. Seattle's death rate in 1910 was 10.1, the next lowest city being Sydney, Australia, with 10.4. In 1911 Seattle lowered its percentage to 8.87, in 1912 to 8.53, in 1913 to 8.4, and in 1914 to 8.1. The highest death rate of any State was New Hampshire, 17.1. Washington was the lowest of all states, 8.5.

According to United States mortality statistics Seattle is in a class by itself in respect to the low rate of infant mortality, the death rate of children under five being 189 per 100,000. Fall River has 922.5, Lowell 782, Pittsburg 752, Detroit 586, Buffalo 543. In other words, the baby born in Seattle has from three to five times the chance of surviving that children born in the East and Middle West have. This enviable condition is largely due to an equable and soothing climate, free from all extremes, and water of chemical purity. During the winter just past there has not been a flake of snow, and just enough rain to make the succeeding days more glorious by contrast. The annual precipitation for a ten-year period has been 30.7 inches, far lower than in any city in the East or Middle West.

No wonder Dr. Woods Hutchinson says in his work, "The Conquest of Consumption": "It is the charmed land of the American continent, with a temperate sun, a mild climate and a fertile soil; the most restful and soothing climate in the world, the land where 'it is always afternoon,' the ideal home of the blond races upon this American continent, and not yet half appreciated at its full value. If you have never seen Oregon, Washington or British Columbia, you lack important qualifications for imagining what the climate of heaven may be like."

MOSLER SPIT-FIRE \$1.25

Mosler on Spark Plugs

There is ONE BEST Spark Plug for your car. Which is it?

WE GUARANTEE THAT THIS PLUG HAS A GENUINE PLATINUM POINT

Long Life!

If you want the plug that is warranted to outlast your engine—gas-tight, soot-proof, oil-proof, everlasting and Platinum pointed, get

Mosler's SPIT-FIRE Red-Tag \$1.25

Literally shoots flame—swift, uniform combustion. Standard equipment on such cars as Pierce-Arrow; ideal for Packard, Peerless, etc. Insist on Red Tag.

Mosler's VESUVIUS Open-end \$1.00

Stone-insulated, everlasting, efficient; easily cleaned; gas-tight; proof against soot, oil, water. Standard equipment on Pierce-Arrow.

ASK YOUR DEALER
If he can't supply, send us the price and we'll mail post-paid. Mention car. Name dealer. Ask for a free copy of "Mosler on Spark Plugs"
The handy guide that tells at a glance just which kind, type and size of plug is right for your car. Free at dealer's, or mailed on request.

A. R. MOSLER & CO.
Dept. 23, Mt. Vernon, N. Y.

You Could Carry It on a Finger

Basline Autowline weighs only 4 1/2 lbs.—so light and small you can tuck it in your car any place.

But get this: When you want a tow home, Basline Autowline takes hold and hangs on with its Patented Snaffle Hooks till the job is done. Made of famous Yellow Strand Powersteel wire rope—about 25 feet long, 3/4-inch in diameter, 4 1/2 pounds in weight—a midget in size, a giant in strength. Of all dealers. Price, east of the Rockies, \$3.95.

Insist on Basline Autowline with the Patented Snaffle Hooks.
Powersteel Truckline is the "big brother" of Basline Autowline. Extra strong, for heavy truck towing. Price, east of Rockies, \$6.50. If your dealer cannot supply you, order of us direct.

FREE. Illustrated circulars. Write for them.
BRIDGEMAN & BASCOM ROPE CO.
833 N. 2nd St., St. Louis, Mo.
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Makers of Famous Yellow Strand Powersteel Wire Rope

BASLINE AUTOWLINE

Garage \$69.50

10 x 12 feet "Steelcote"
Edwards ready-to-use garage, \$69.50 complete. Factory price. Fireproof, Portable. Quickly set up. All styles and sizes of garages and portable buildings. Send postal for illustrated catalog.

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7 Vital New Features

Given in Goodyear Motorcycle TIRES

1915 Goodyears mark the summit of motorcycle tire achievement. Even without these 7 big improvements, Goodyears won all notable records for speed and endurance.

15% Price Reduction

And now, in spite of these extra costly features, Goodyears in the 3-inch size have been lowered 15 per cent in price. Goodyear popularity—mammoth production—made possible this tire saving for you.

3 to 1 Demand

The demand for Goodyear Motorcycle Tires is almost 3 to 1 of any other make.

Last year their sales were greater than all other makes combined.

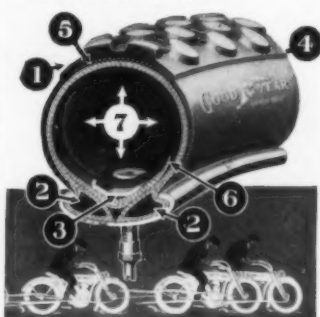
Goodyear sales were 39 per cent more than the previous year.

They were six times as great as four years before.

And 3 out of 4 new motorcycles came equipped with Goodyears.

Riders judged them under all conditions. And they did not think that men could make them better.

Yet Goodyear experts—whose research costs us \$100,000 yearly—discovered these 7 ways.



Mileage Increased—(1) by giving a heavier, tougher tread.

Creeping Prevented—(2) by stiffer, firmer beads, (3) by equipping the tube with a metal valve spreader. It clutches the casing and rim like a vise.

Ply-Separation Prevented—(4) by welding each ply at the splice—the same as in the famous Goodyear automobile tires.

Fabric Fortified and Shocks Absorbed—(5) by adding a breaker strip, of heavy rubber-impregnated duck, between the tread and carcass, as in Goodyear automobile tires.

Chafing Prevented—(6) by perfecting a feather-edge flap, (7) by giving a 30 per cent heavier inner tube of supreme-quality stock.

\$50,000 More Value

We are giving \$50,000 more value in 1915 Goodyear Motorcycle Tires.

For these 7 features cost us much of what we save by multiplied output.

Yet we are content to give them freely—for they are winning new thousands to Goodyears.



When you buy motorcycle tires—when you buy a motorcycle—be sure that you insist on Goodyears.

They cost you no more than lesser tires, remember. And any dealer can supply you Goodyears or can get them from a nearby Goodyear branch at once.

THE GOODYEAR TIRE & RUBBER CO.
Akron, Ohio
Makers of Goodyear Automobile Tires



A RAILROAD OFFICIAL'S INSPECTION CAR

This is an ordinary car adapted for railroad use by the removal of all four wheels and their substitution by four especially constructed wheels having flanges similar to those on railroad cars. The car can maintain an average speed closely approaching that of the average express train.

Motorists' Column

Motor Department

Conducted by H. W. SLAUSON, M. E.

Readers desiring information about motor cars, trucks, delivery wagons, motorcycles, motor boats, accessories or State laws, can obtain it by writing to the Motor Department, LESLIE'S WEEKLY, 225 Fifth Avenue, New York City. We answer inquiries free of charge.

SELECTING THE PROPER MOTOR-TRUCK

“HOW many horses will a motor-truck replace,” is a question that is asked of the Motor Department by hundreds of inquiries.

The answer does not depend solely on the size of truck under consideration. In fact, its size is probably the least important factor. A properly-selected 1500-pound truck, for example, handled under correct conditions of routing, loading and operation, may replace more horses than a five-ton truck run under adverse conditions. A five-ton truck can no more be used at a profit in a “500-pound business” than can a 500-pound truck be expected to do the work requiring the services of a five-ton vehicle.

It must be confessed that, in the past, there has been too little relation between the ultimate purchaser of a truck and the manufacturer of that vehicle. While the manufacturer may be sincere in his desire to place his trucks only in installations in which he is certain they will prove successful, he is oftentimes at the mercy of agents and sub-dealers who will make extravagant guarantees and promises as to performance, which could never be lived up to by any truck, subjected to the conditions under which it would be expected to operate. Reliable motor-truck manufacturers are realizing, however, that unsatisfactory installations serve to injure the industry as a whole, and their own business in particular, to a far greater extent than would be represented by the loss of a sale under conditions which it is evident would prove unsatisfactory to the user.

But even in these days, instances are occasionally brought to our attention in which is indicated a lack of proper supervision of their agents and salesmen on the part of some motor-truck manufacturers. For example, a salesman will say that a certain three-quarter ton model produced by his company can easily carry 2000 pounds. Probably it can; the factor of safety in motor-truck construction is far greater than this; but if the salesman, as representative of the manufacturer, sells a three-quarter-ton truck as a one-ton vehicle, it is morally certain that the purchaser will use this, not only as a one-ton vehicle throughout the greater part of the time, but occasionally as a one-and-one-half-ton truck. Such overloading will assuredly result in such high tire costs and repair bills that the purchaser will become disgusted with his experiment in truck transportation and will return to the horse-trucking system. Therefore, while the sale of that particular car may have been

due solely to the agent's representation of its greater capacity, the friendship of that particular business man for the motor-truck will probably be ruined for all time, and his experience will be used by many of his associates as a reason why they should profit by his experiment and remain true to the horse. A truck that is constantly overloaded will prove to be as unprofitable an investment as a large truck used in a small business.

If a man has but two or three horses to replace and can see no immediate opportunity for the increase of his business, he should confine himself to the selection of a truck of moderate capacity that, when operated during the greater part of each business day and at close to its normal load, will just about serve to do the work of the horses that it is replacing. Such an installation, if care is taken in the routing, loading, and unloading, will prove profitable, and is the kind that will result in additional friends for the motor-truck.

There are a few isolated lines of endeavor in which a motor-truck will not prove profitable. The manufacturer or his agent who has the good of the industry at heart will frankly admit that in such businesses his line of trucks will not prove a profitable investment. This same manufacturer will also advise against the purchase of a truck if he can foresee that, regardless of how excellent the general conditions might be, the prospective purchaser himself is not of the type who will give that truck the proper care and look after its loading and routing in such a manner that it will prove profitable in his business. The sale of such a truck to a business (?) man of this character is a liability rather than an asset to the entire truck industry.

The future of the truck industry depends upon the successful installations that are made now. Ninety-five per cent. of all businesses can be made to show a greater profit if some form of motor delivery system is used in place of a horse and wagon. There is a motor-driven vehicle of some sort that can meet the needs of practically every business man. The problem is to find that truck and install it properly. Beware of that truck company or salesman who, without investigating conditions thoroughly, will promise Aladdin-like profits or savings from the use of a truck, or who will recommend a truck of a certain capacity for loads of one-half or double their capacity merely because that is the only model which he happens to produce or to have available for sale.



Youth's Springtime

—can be maintained well beyond the forties if one preserves the elasticity and bounce of health by proper living.

The secret is simple—food plays a big part.

Without question the condition of early “old age”—indicated by lack of physical and mental vigor—is often caused by a deficiency of some of the vital elements in the daily food—usually the mineral elements.

These elements—potassium, iron, calcium, phosphorous, etc.,—abound plentifully in nature's food grains, but modern cookery denies them both as to quantity and right proportions for building and maintaining well-balanced bodies and brains.

Recognizing the need for “complete” nourishment, an expert, some eighteen years ago, perfected a food containing all the rich nutriment of wheat and barley, including full-quantity, well-balanced mineral values, in true organic form.

That food is

Grape-Nuts

—sold by grocers everywhere.

This famous ready-to-eat food has won remarkable favor, and its success is based wholly upon long-continued use by thousands of thinking people.

One can ward off premature old age and retain youthfulness by right living.

“There's a Reason”
for
Grape-Nuts

NO STOPPING—NO HONING



The Gillette at the Fair

SAID a man just back from the Panama-Pacific Exposition: "Some of the biggest things at the Fair are the little things." The Gillette Safety Razor, for instance—a little thing, made in America, that has encircled the globe. The most universal men's specialty in the world. Whether the visitor be an American citizen, a Russian Nobleman or an Indian Maharajah, the Gillette—no

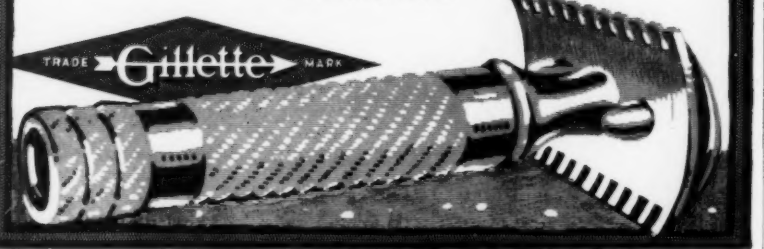
stopping, no honing—is a home friend among a wilderness of strangers.

By all means, call at the Gillette Booth when you visit the Fair—located in the Varied Industries Building.

On your way to San Francisco the Gillette will make things easier for you. Get one and take it with you. Dealers everywhere.

Gillette Safety Razors, \$5 to \$50. Blades, 50c. and \$1 a packet.

GILLETTE SAFETY RAZOR COMPANY
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The happiest, healthiest, most satisfying trip in the world, on the finest inland river steamers ever built.

"Washington Irving" "Hendrick Hudson"
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Daily except Sunday. All through rail tickets between New York and Albany accepted. Music; restaurant.

Send 4 cents for illustrated literature.

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The Pleasures of an Ocean Voyage

You cannot go abroad for pleasure this year—but you can enjoy the benefits of an ocean voyage without the discomforts.

LONG ISLAND'S

vast ocean shoreline, with its hundreds of resorts beckons you. Delightfully cool climate—surf bathing and all out door sports.

Send ten cents to the Gen'l Pass'r Agent, Long Island R.R., Pennsylvania Station, N. Y., for beautifully illustrated book covering Long Island.

Leslie's Travel Bureau

(Continued from page 510)

trip from Denver to Boulder will be \$1.60 additional and to Elsie, Nebraska, from Holridge will be \$2.54 extra each way. If desirous of having an ocean voyage why not return via one of the northern routes, taking the San Francisco-Seattle or San Francisco-Portland steamers? Fare via these routes is \$17.50 higher than via direct lines, whether steamer or rail is used from San Francisco to Seattle or Portland. Another pleasant ocean trip is from San Francisco to Los Angeles or San Diego, fare about \$8 each way, but there are so many delightful places to visit in Southern California, that this trip is seldom recommended. With incidental expenses, meals en route and living expenses where stop-overs are made, it would be very difficult to make the trip on the sum you mention.

H. J. G. Beaver Dam, Wis.: In making the tour from Beaver Dam to the exposition cities, you can return via the Santa Fe and visit the great scenic wonder—the Grand Canyon, thence routing via Denver, Omaha or Kansas City and Chicago. The three months special Exposition rate for this trip is \$89.16, first class Pullman approximately \$40 additional.

H. B. Acetink, Va.: There is no way you can reach New Orleans direct from Norfolk by boat. There is a rail-water one-way rate to San Francisco from Baltimore of \$72, routed via Merchants & Miners Transportation Co. to Savannah, thence rail to San Francisco via Montgomery, New Orleans, El Paso and Los Angeles. It would be cheaper to make the round trip by rail from Washington.

J. M. S. Yoakum, Texas: There is no special exposition reduced rate to San Francisco over the route outlined. The points mentioned can be visited on regular tickets, routed as follows: El Paso to Denver \$27.75, round trip Denver to San Francisco, with stopovers as desired, \$45, exclusive of Pullman accommodations. On the return the portion of your ticket from El Paso to Denver will be forfeited, but this is the cheapest over the route you outline.

A. McC. Jacksonville: You can purchase a combination rail-water one-way ticket from Toledo to Jacksonville via rail to Baltimore, thence Merchants & Miners Transportation Company to Jacksonville, for \$26.61. This rate includes berth and meals on steamer from Baltimore to Jacksonville, but not Pullman charge from Toledo to Baltimore, which is \$3.50 additional. Steamers leave Baltimore from Jacksonville every Tuesday and Friday at 6 P. M. Washington is an hour's journey from Baltimore.

T. B. H. Yazoo City, Miss.: Making the western journey in the hottest part of the summer, as you plan to, it would be well to make the trip one way via a northern route, visiting either the Canadian Rockies, Yellowstone or Glacier Park and return via one of the direct lines east through Denver and St. Louis. Fare via New Orleans, through Southern California, with stopover at San Diego and returning via the Santa Fe and Grand Canyon or any of the direct lines east is \$63.50; via Chicago and direct lines one way the same rate will apply. Via any of the northern roads one way, involves an additional charge of \$17.50. Booklets of the scenic routes being mailed.

A. A. C. Clinton, Mo.: The Society Group of South Sea Islands, Cook Islands and New Zealand are on the Union Steamship Co. The steamers call at Papeete, Tahiti, Rarotonga, Cook Islands, and Wellington, New Zealand. They do not make Honolulu a port of call except on their circle tours. 1. Tour No. 1 from San Francisco to Papeete, Rarotonga, Wellington and Sydney, returning to San Francisco or Vancouver via Auckland, Suva (Fiji) and Honolulu costs \$337.50. Tour No. 2, costing \$375, is from San Francisco to Sydney via Papeete, Rarotonga and Wellington, returning via Manila, Yokohama and Honolulu. The Oceanic Steamship Co. also visits Honolulu but does not call at the Society or Cook Islands. Instead it touches at Samoa en route to Sydney. July is a good month as the seasons in Australia and New Zealand are the opposite of ours. The war has not interfered with transpacific travel.

Leslie's Export Promotion Bureau

(Continued from page 514)

hot-water or dry-air heating systems to be found in these countries. There are but few open fireplaces or grates. Buenos Aires had, when I was there last, three steam-heated hotels. The large rooms with high ceilings are fine during the intense heat of summer but in the winter are positively cold-storage chambers.

I believe that with but little effort these people could be made to see the practicability of coal oil, gasoline, wood and coal stoves, as well as modern heating systems.

Refrigerators are practically unknown, and are to be found in but few native homes or establishments. The Latin-American family buys for the day only. Each morning the cook goes to market and purchases the fish, meat and vegetables required, and there is no food left over. Another cause which militates against the extensive use of the refrigerator is the fact that there are but few ice plants in these lands and they are located only in the larger cities. The average native feels that ice is not a necessity. Some argue that its use is positively harmful. In one torrid town at the foot of the Andes, a large glacier can be seen in the mountains towering above it. From this nearby natural supply sufficient ice might easily be obtained for the comfort of the inhabitants. When I suggested to one of the leading merchants the advisability of taking advantage of this ice, and told him how necessary ice was for the average American, he shrugged his shoulders and said: "If God wanted us to have ice, he would have put that glacier on the edge of this town."

However to-day the demand for ice and iced drinks is rapidly increasing in these countries. Only a few years back I never tasted ice water after I left the ship which took me from the States until my return. Now one may get it in most all of the larger cities.

A small, simple, efficient and economical combined ice-making machine and refrigerator would make a fortune for the man who would introduce it to these people. Not only is the Latin-American ready to buy such a device, but good markets exist all over the world, especially in warm countries like India, Egypt, China, Africa, the Philippines, the West Indies, the East Indies, and Australasia.



Across Lake Erie Between Sunset and Sunrise

You leave in the cool of the evening—you arrive before the heat of the day. What better means of travel between Detroit and Buffalo than a night journey by boat? a delightful evening on the water, a refreshing night's sleep, and a fascinating view of sunset and sunrise.

The Two Giants of the Great Lakes. City of Detroit III and City of Cleveland III, make the trip across Lake Erie early every evening and arrive at their destination early the next morning. These two "floating palaces" are equipped with every modern convenience—beautiful cool parlors, music, telephones in every stateroom, washed air ventilating system, splendid dining service, perfect attendance—every comfort of a first-class hotel.

"Take a D. & C. Boat when you go afloat." Daily service between Detroit and Cleveland and Detroit and Buffalo, four trips weekly from Toledo and Detroit to Mackinac Island and way ports; special steamer Cleveland to Mackinac Island, two trips weekly, no stops en route except Detroit and Alpena; special day trips between Detroit and Cleveland during July and August—daily service between Toledo and Put-In-Bay.

Railroad Tickets Accepted for Transportation on D. & C. Line Steamers between Detroit and Buffalo or Detroit and Cleveland, either direction. Information on rates and time tables upon request. For illustrated pamphlet and Great Lakes map, send two-cent stamp to E. C. Lewis, General Passenger Agent.

D. & C. TALLMANS—send one dollar, cash or money order, for D. & C. Good Luck golden frog men's snuff box or women's brush pin, set with Mexican rubies and emeralds.

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Learn to PAINT SIGNS and SHOW CARDS I'll teach you personally by mail. 16 years' successful teaching. Big field for men and women. You can **EARN \$18.00 to \$45.00 A WEEK** Weaver (Canada) says: "Your course increased my salary 50%." Write for full particulars—see what's in it for you. **DETROIT SCHOOL OF LETTERING** CHAS. J. STRONG, Founder Dept. 1065, DETROIT, MICH.

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Domino Sugar **A right sugar for every purpose**
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ADDRESS: 117 WALL ST. N. Y.

P-f-f-f-f Toc! Toc! Toc! And Your Pipe is Ready to Fill

You know the old familiar motions every pipe-smoker employs. They would be the delight of an efficiency expert.

A sweep of the hand from the pocket or the table top and your pipe is gripped in your teeth.

A blast of breath through the stem and three smart taps on your heel—and your pipe is ready to fill.

NOW. What are you going to fill it with? If you could fill it with a tobacco you might like better than your present brand or mixture, you would be willing to give it a trial, wouldn't you?

Thought so.

Would you be willing to give Edgeworth a trial if a sample were placed in your hands? You certainly would if some friend asked you to smoke a pipeful or two.

Well, the manufacturer of Edgeworth asks you to do it. If you will send him your name and address on a post card, with the name of a store where you sometimes buy your tobacco, a generous sample of Edgeworth Ready-Rubbed will be sent you, prepaid, to try.

Send and get the sample. It may be a revelation to you.

Edgeworth is not the biggest selling smoking tobacco in the world. It is not the second biggest seller, it is not yet the third biggest seller.

But with the men who smoke it—with the pipe-smokers who have "found" Edgeworth, either through the sample that is given, or through some friend, it is simply without a rival.

To the Edgeworth Smoker there is simply no other tobacco but Edgeworth; other tobaccos are for the other fellow.

This is a strong statement. The sample of Edgeworth offered you must prove it. Send for the sample, you will like it.

The retail prices of Edgeworth Ready-Rubbed are 10c for pocket size tin, 50c for large tin, \$1.00 for humiditor tin. Edgeworth Plug Slice is 15c, 25c, 50c and \$1.00. It is on sale practically everywhere. Mailed prepaid where no dealer can supply.

Edgeworth Ready-Rubbed is easy to roll into a tight, round cigarette. In a cigarette it is slightly milder than in a pipe and the flavor of an Edgeworth cigarette is refreshingly different.

If you will accept the proffer of a free package, write to Larus & Brother Co., 29 South 21st Street, Richmond, Va. This firm was established in 1877, and besides Edgeworth makes several other brands of smoking tobacco, including the well-known Qboid—granulated plug—a great favorite with smokers for many years.

To Retail Tobacco Merchants—If your jobber cannot supply Edgeworth, Larus & Bro. Co. will gladly send you a one or two dozen (10c size) carton by prepaid parcel post at same price you would pay jobber.



30 Days' Free Trial
Direct to you at factory prices. Beautiful, sanitary. Enameled snow-white inside and out; revolving shelves, cork cushioned doors and covers; porcelain drinking water reservoir and cooling coil—attachable to city water system if desired.

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Guaranteed 25 years; lasts a lifetime. Adopted and used by U.S. Government. Easy payment plan. Freight prepaid. Write today for handsome free catalog. WHITE FROST REFRIGERATOR CO., Dept. B1, Jackson, Michigan

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1000% profit in operating an Empire Candy Floss machine. Practically no cost for materials. Any place there's a crowd there's a harvest. We prove every statement we make. Ask for the proof on a postal. Catalog on request.

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ano will shine like new; 3-in-One removes stains, soil, scars, scratches; brings back original luster; generous free sample. Write 3-IN-ONE OIL CO., 42 CEM., Broadway, N. Y.

The Old Fan Says:

By ED. A. GOEWEY

THE baseball dove of peace has been sighted, but 'twill be some time before it alights.

Recent announcements that preliminary steps toward peace had been taken by "Ban" Johnson, president of the American League, and Philip Ball, head of the St. Louis Fed team, met with denials from the leaders of the warring forces.

Immediately after the reports were published I asked Mr. Johnson just what, if anything, had been done in the way of launching a baseball peace movement.

"Nothing," was his reply. "Recently I met Mr. Ball, who is a personal friend, and in the course of our conversation he asked if I did not believe that an end of the baseball war was to be desired. I replied in the affirmative. Then he asked if I did not believe that the withdrawal of the suits before the Federal Court of Illinois would be a good step to take in launching a peace movement. Again I assented. There was no further conversation on the subject and I was scheming with the Federal League to inaugurate a peace propaganda. This I will say, though: No player who broke his reservation or contract with the American League, ever again will be permitted to take part in a game in that organization."

However, the probabilities are that the pipe of peace will be smoked by the baseball authorities after the close of the present season. Both sides are tired of the conflict. The shouts from a few persons connected with the Federal League that they will not cease fighting until all of their terms are granted, mean but little. One or two magnates, whose teams are making real money, still carry chips on their shoulders; but their fellow club owners have seen the light, and realize that no coin is coming in at the box-office windows for baseball played in the courts. The prompt return of Kauff to the Brookfeds when the Giants' management learned that he was bound to the former outfit by a valid contract, and the action of Robert B. Ward, president of the Brooklyn club, of the Federal League, in refusing to accept the services of certain men who desired to play for him, but who were legally bound to organized baseball, are straws which indicate the direction the wind is blowing.

It has been said many times that "Ban" Johnson is the American League, but you can safely place a sky-high wager that James A. Gilmore is not the Federal League by many long miles. When the proper time comes for decisive action it's diamonds to doughnuts that the men who have been spending hundreds of thousands of dollars to keep the "outlaw" organization in the fight will do as they see fit.

I don't know what will be done when the final settlement is made and neither does anybody else at this writing. Possibly the National and American Leagues may be enlarged to ten or twelve clubs each to take in the more desirable Fed teams. Perhaps certain of the biggest backers of the independents may be permitted to purchase clubs in organized baseball, and the left-over outfits placed with the American Association and International League. I don't believe there is a chance of a third major league being taken into the fold of organized baseball, and I have heard enough to state positively that if the National and American leagues are increased, Kansas City will not be among those chosen. It is a good baseball town, but is too far West, necessitating jumps which the big show magnates never will countenance.

We Wonder

There's nothing gives some folks such joy
As in the stands to sit,
And give the players good advice,
And tell them how to hit.
To tip them where to throw the ball,
Just when to steal or slide;
To rail against the umpire's word,
And his decisions chide.
But still we wonder if these men
Who try to run the game,
Have done enough in their own lines
To win success or fame.

Hits and Putouts

Connie Mack is now in favor of an uplift movement and he wants it to start in Philadelphia.—After sizing up the results of his team's efforts during the first few weeks of play, McGraw announced that the Giants were a "bunch of boneheads, utterly unable to play baseball from the collar up." Others might have had similar thoughts but were too polite to express them.—The result of the Herzog-Rigler mixup proves that the best place in which to start something is St. Louis. The judge fined the culprits \$5 each and then, to emphasize the severity of the punishment, remitted the fines.



First for thirst
Hires

Don't Pass By Josh Slinger's Ten Dollars

Alert and debonair, Josh Slinger brandishes HIRES before your eyes at all soda fountains. You have doubtless seen him, playing with drought. Many people have found his line of talk as refreshing as the drink he serves, and have suggested new bits of jargon. Many of these have been so chock-full of the Josh Slinger spirit that the Charles E. Hires Co., makers of

Hires

Sold at fountains and in bottles
at grocers', fruit stands, etc.

have decided to let the public have a hand in making Josh Slinger famous. They will, therefore, pay \$10 each for the forty examples of Josh Slinger philosophy—sayings that, in the judgment of a disinterested committee, best fit the character and fit the drink.

Make a pilgrimage to Josh Slinger's nearest headquarters and read the cards on which he talks for publication. Here are some of them: "Thirsts gently suffocated by the HIRES System. 5 cents per 'suff.'" "Want a cool wave? Say HIRES and I'll make it blow up cold."

Then, under the inspiration of a glass of HIRES, dash off a few battle cries of your own against this archenemy, thirst. Can you think of an easier way of staking a claim on \$10? The owner of the shop will tell you there is no red tape to bother with and will give you all the necessary information. In case HIRES is not sold near you, write for more information, enclosing a stamped, addressed envelope.

If you know HIRES, you love it for its good taste.
If you like milk drinks, ask for a milk shake or malted milk with HIRES for flavor. It's great.

To Dispensers of Soft Drinks

There is a big plum in this for you. In case you haven't learned the details of the plan from our salesmen, write us for information about this and HIRES 1915 special details.

THE CHARLES E. HIRES CO., Philadelphia, Pennsylvania

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One of the leading advantages of Real Estate Securities is that there is no element of speculation connected with them and they are never affected by the rise or fall of the stock market.

We will be pleased to forward promptly on request booklet and full detailed information concerning the high grade 6% Guaranteed Certificates which we have for sale in denominations from \$100 upwards.

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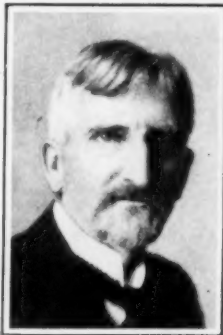
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Chairman of the Federal Commission which is to build the government railroad in Alaska for which Congress lately appropriated \$35,000,000.



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Recently made president of the prominent Old National Bank of Grand Rapids, Mich. He worked his way up from an obscure clerkship in 26 years.



ALFRED W. HUDSON
President of the First National Bank of Syracuse, N. Y., and one of the leading financiers of that section of the Empire State.

WINNERS OF SUCCESS IN VARIOUS FIELDS

Jasper's Hints to Money-Makers

NOTICE.—Subscribers to LESLIE'S WEEKLY at the home office, 225 Fifth Avenue, New York, at the full cash subscription rates, namely, five dollars per annum, are placed on what is known as "Jasper's Preferred List," entitling them to the early delivery of their papers and to answers in this column to inquiries on financial questions having relevancy to Wall Street, and, in emergencies, to answer by mail or telegraph. Preferred subscribers must remit directly to the office of LESLIE-JUDG COMPANY, in New York, and not through any subscription agency. No additional charge is made for answering questions, and all communications are treated confidentially. A two-cent postage stamp should always be enclosed, as sometimes a personal reply is necessary. All inquiries should be addressed to "Jasper," Financial Editor, LESLIE'S WEEKLY, 225 Fifth Ave., New York.

THE bargain counter in Wall Street, that was open a year ago, has been opened once or twice since this year's rise began. On every panicky drop, experienced investors pick up bargains. They seek them in stocks that have established reputations and not in the sky-rocketing affairs that are the playthings of promoters and exploiters. One of my friends who believes that old-fashioned railroads like Atchison, Union Pacific, Northwest, St. Paul, New York Central, Penna, New Haven, Rock Island (the old railway company) are all dependable, put in his order for Rock Island at 19, the day after the Lusitania panic. He was very much surprised to find that he could not get it under 23, but he was on the spot to buy it at the best price and there were plenty of other conservative investors who had their orders in for the well-established stocks and who grabbed them at the low ebb to hold for the rise to which they believe the market is still entitled, in view of the improving conditions of business.

We shall probably have scares of various kinds, war scares included, but our isolation is our safety and those who buy securities of the best class whenever the market has a panicky drop stand a better chance of winning than of losing, in the long run.

D., San Francisco: The last report on the Michigan Copper Mining Co. was that operations were suspended in 1909 and diamond drilling discontinued in 1911.

V., Dawson, N. M.: The safest plan for a small investor who believes that the market has a future is to buy one or more shares of the good dividend-paying stocks. Santa Fe, Union Pacific and St. Paul, especially the preferred issues, are all right and ought to sell higher.

W. M. S., Malden, Mass.: 1. Cities Service is a holding company paying dividends on both common and preferred. Its five year convertible gold notes, seem fairly well secured. 2. The Georgia, Florida and Alabama is a small road not making very good earnings. The bonds are not attractive as an investment.

J. L., Boston: 1. The President of the defunct Monoton Realty Co. was convicted of having used the mails with intent to defraud. Testimony showed that while the Company acquired title to valuable real estate, the latter was heavily mortgaged. 2. The earnings of U. S. Steel are not sufficient to meet the dividend on the preferred. The Common is not a purchase at present prices.

Query, San Francisco: American Beet Sugar for the last fiscal year shows about 8 per cent. earned on the common as against about 2 per cent. the previous year. Earnings of American Ice are principally in the summer months and promise to make an excellent showing. Both these stocks are looked upon as having possibilities in the dividend line. This accounts for their strength.

Foresight, Seattle: The old Rock Island stock which once sold at over 200 and not long ago fell to 19, seems to be bought around 25 by those who believe that, stripped of unprofitable connections, it can restore its prestige. Whether it will be assessed, I cannot say. It is regarded as a long pull speculation like New Haven, Missouri Pacific and possibly Wabash. Chicago Great Western Pfd. is safer and is not

in danger of being assessed. Seaboard Preferred, Western Maryland and Ontario and Western are promising.

New York, May 20, 1915.

JASPER.

SPECIAL CIRCULARS OF INFORMATION

Readers who are interested in informing themselves regarding the New York Stock Exchange, its methods and controlling influences, and who desire to secure booklets, circulars of information, daily and weekly market letters and information in reference to particular investments in stock, bonds or mortgages, should scrutinize the announcements by advertisers on the financial pages, offering to send, without charge, information compiled with care and often at much expense. Readers should feel free to send a letter or a postal card for any information they may desire from the following sources:

First mortgage 6 per cent. loans, from \$200 upward have been sold for many years by Perkins & Co., Lawrence, Kansas. Write them for their loan list.

A list of 7 per cent. first mortgages from \$300 upward, secured by selected property in Oklahoma, can be had by writing to the Aurelius-Swanson Co., 28 State National Bank Bldg., Oklahoma City, Okla.

One of the largest trust companies in Ohio, the Citizens' Savings and Trust Co., of Cleveland, invites inquiries for its free "Booklet L" fully explaining an easy method of banking by mail at 4 per cent. interest.

An interesting review, analysis and forecast of the stock market has been prepared by Renskorf, Lyon & Co., members New York Stock Exchange, 33 New St., New York. Write them for their "Special Letter L. W."

An excellent bond yielding 5½ per cent. and earning twice its interest charges is highly recommended to careful investors by N. W. Halsey & Co., 49 Wall Street, New York. Write them for a copy of their descriptive "Circular L.26."

The modern method of purchasing stock exchange, Standard Oil and other securities in lots of one share upward is explained in the weekly market review published by L. R. Latrobe & Co., 111 Broadway, New York. Write them for a free copy.

Full information concerning the Standard Milling Co.'s preferred stock netting over 7 per cent., and the common paying about 6 per cent. and promising to increase this rate, will be found in "Special Circular L-1" prepared by E. Bunge & Co., 44 Broad Street, New York. Write them for a copy.

It will be helpful to those who desire to keep in touch with the trend of the stock market to read the interesting observations on market conditions prepared by Baruch Brothers, members New York Stock Exchange, 60 Broadway, New York, for their customers. Write them for a copy of their free "Circular A-255."

Opportunities to buy high-grade securities at unusually attractive figures are now and then presented greatly to the advantage of small as well as large investors. Those who are interested in such opportunities are invited to write to Slattery & Co., dealers in investment securities, 40 Exchange Pl., New York, for information.

A savings bank depositor who desires to make small investments in dividend-paying securities that promise to advance will be interested in "Booklet No. 4" entitled "Partial Payment Plan," just published by John Muir & Co., specialists in odd lots, 74 Broadway, New York, and members of the New York Stock Exchange.

A selected list of 5 per cent. and 6 per cent. bonds, in denominations of \$100 and \$500, which offer probabilities of an advance during the current year, has been prepared by Williams, Dunbar & Coleman, dealers in public utilities securities, 60 Wall Street, New York. A copy will be sent without charge to any investor who may write them for it.

A special booklet of information for those who have \$100 or more to invest in safe 6 per cent. first mortgage bonds has been prepared by S. W. Straus & Co., mortgage and bond bankers, Straus Bldg., Chicago, or 1 Wall Street, New York, for their customers. Write the above firm for a free copy of the Straus Investors Magazine, and "May Booklet No. 601 C."

Postal savings bank depositors, instead of receiving 2 per cent. on their funds can realize from 4 to 6 per cent. by buying the same kind of bonds that the government accepts as security for postal savings bank deposits. The New First National Bank, Dept. 5, Columbus, Ohio, will buy such bonds for any customer. Write to it for a copy of the free "Booklet E," entitled "Bonds of Our Country."

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Life Insurance Suggestions

IT was announced from London recently that life insurance claims paid on account of British officers slain in the big war aggregated \$9,500,000. That amount has doubtless been increased somewhat since. The greater part at least of this large sum was disbursed by European companies, for the American companies assert that they have not suffered much from the effects of the war proper. It is a curious fact, however, that a number of American companies were hit rather hard through the sinking of the *Lusitania* by a German submarine. Policies totaling \$2,000,000 on the lives of passengers on that vessel who perished will have to be paid by companies in this country. One company's loss on accident and life policies was \$400,000, and it has decided not to issue any more ocean voyage accident policies while the war continues. Another company lost \$250,000 and a third \$211,300. These are big figures, for a single disaster, but the companies are too strong to be materially affected.

F. Dexter, N. Y.: The Pittsburg Life & Trust Co. was organized in 1903. It reports an increasing business and a fair surplus.

Bridgroom, Atlanta, Ga.: 1. A straight life policy, payable to your wife, or mother, or any other dependent at your age, would cost you about 50 cents a week per \$1,000. 2. Your income would easily justify you in taking out a \$5,000 policy.

W. Columbus, O.: It is better to take a policy in a company that has established a reputation. There is no doubt as to the strength of the Travelers and the prompt payment of its losses. You might divide the insurance among the companies you name.

J. New York City: If premium payments have been kept up on the policy, suicide does not bar collection, unless its terms provide otherwise. Proof of the death of the husband must be presented. The best way is to take the subject up directly with the company. It is in its interests to be fair.

Clerk, Newark, N. J.: The company that does its business by mail and thus avoids heavy commissions to agents is the Postal Life, 35 Nassau St., New York City. 2. A thousand dollar policy at your age would cost you about 5c a day and you would be entitled to the dividends the policy earned. Write to the company, giving your full name, occupation, and date of your birth and ask for a sample policy. This will show you the exact form of the contract.

C. Fort Smith, Ark.: It is difficult to compare terms of accident policies in different companies because they are not always on the same lines. The Maryland Casualty Co., 16 North Street, Baltimore, Md., offers one of the best and most inexpensive policies. It will pay you to write to it, giving your name, occupation and age, and also making your inquiry regarding motor accidents. This company has an excellent reputation for making prompt payments.

Hermit

Protect the Public

EVERY man engaged in hazardous work should be subject to physical examination at stated periods. Employers, who are subject to workmen's compensation laws, need such a provision for their own protection. In all cases where the safety of the public is involved, such examination should be considered a necessary feature of the protection of the public. Every time we step into an elevator, or board a street car or a train, or ride in a public taxi, we are placing our lives in the hands of men whom we know nothing about. Recently an engineer with 36 years' experience on the Delaware & Hudson railroad dropped dead in his cab, and his body, in falling, released the air brakes. Alarmed by the terrific speed at which the train, a mixed freight, was going, the fireman discovered the dead body of the engineer and ran the train into the nearest station. Fortunately no one was hurt in this case, but there is a tremendous risk whenever an engineer, however capable, but who is liable to a heart attack, takes out a train.

The Reconstruction of the Church

IN a book with the above title, a minister who has solved successfully in his own parish and city some of the many problems confronting the church and the ministry, discusses vigorously the sort of message and program the church should have. The author, Rev. Paul Moore Strayer, of the Third Presbyterian Church of Rochester, N. Y., frankly states that the church is failing to meet the needs of the time. The opening chapter, on "The Need of a Social Gospel," strikes the keynote of the first part of the work. This gospel is developed in its bearing upon both the successful man of business and the group of toil. In a chapter upon "How to Christianize a Competitive World," the author proposes to retain competition as the necessary stimulus to individual initiative, but to make it a competition in service. In considering the program of the church he puts the church to the efficiency test, and fearlessly advocates that forms of worship and methods of work which are no longer effective should be abandoned in favor of new and better ways, however novel they may seem. The book, published by The Macmillan Company of New York at \$1.50 net, is one that every young, forward-looking minister should read for its wealth of suggestion and its tonic effect.



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Husband: Yes, dear, but it costs less now, and beside—next year may never come.

He was right. For him "Next Year" never came. He took "the long trip," but left his home protected.

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The wife works hard too—in the home—and is equally interested with her husband in sound insurance-protection at low net cost, such as that offered by the Postal Life Insurance Company—the Company of Saving, Safety and Service.

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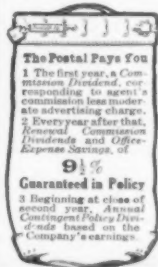
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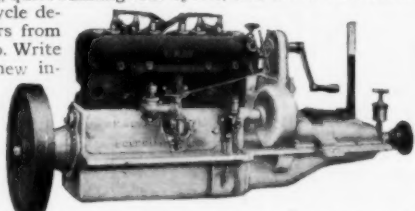
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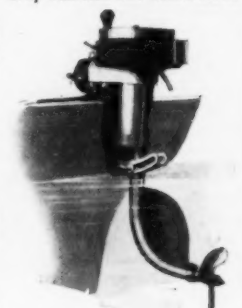
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Violence of the Commune in Paris

Evil Acts of Lawless Revolters Against the French Government During the Closing Days of the Franco-Prussian War of 1870-71

Reproduced from the 1871 Files of Leslie's Weekly



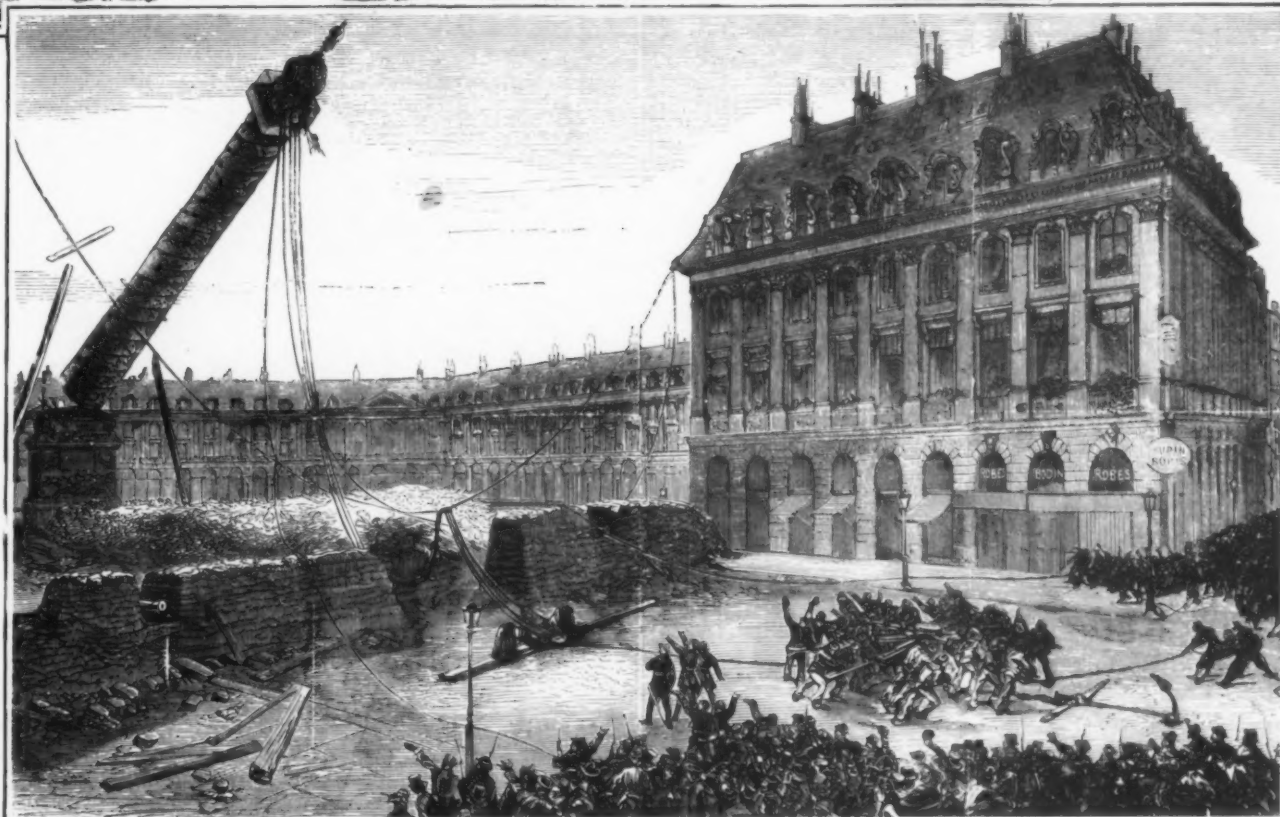
PROMINENT AND INNOCENT CITIZENS EXECUTED

Monsignor Darboy, Archbishop of Paris, President Bonjean, Abbe Allard, member of the Society for Assisting the Wounded, and three other priests shot to death by a squad of Communists, in May, 1871. This was in retaliation for the killing of six Communists by the government troops who were then entering the city. The Communists' victims had been held as hostages in the prison of La Roquette and were chosen for death by Citizen Ferre, Delegate for General Safety. Archbishop Darboy, who met his fate with perfect calmness, addressed words of forgiveness to his executioners, and two of the latter were so touched that they knelt before him, imploring his blessing. The relenting men were, however, rudely pushed away and insulted by their comrades.



THE REVOLTERS' LAST EFFORT TO HOLD PARIS

After the German troops of occupation had left Paris, and before the Franco-German treaty of peace was signed, a Communist uprising occurred, and the violent element was in sway in the city from March 18th to May 21st, 1871. One hundred thousand men of the National Guard took part in the revolt. The rule of the Commune was characterized by many lawless acts, including the destruction of important and historic structures, one of these being the palace of the Tuileries. The peaceably inclined citizens lived in a state of terror. Eventually regular French troops, numbering 150,000, besieged the city, forced their way into it and suppressed the disorder. The German Government released many captured French soldiers in order that they might take part in the fight against the Communists. The drawing shows the Communists making their last stand on the heights of Montmartre, where they were surprised and driven in defeat by General L'Admirault's division.



VANDALISM OF THE COMMUNE

The famous column Vendôme at Paris pulled down on May 16th, 1871, by a mob. A piece was sawn out at the base of the pillar and the structure was then pulled down by an arrangement of blocks and pulleys. The column, which was surmounted by a statue of Napoleon I, was broken into three pieces by the fall. The officers of

the Commune, to the number of 200, on horseback, witnessed the deed, bands played, Col. Mayer waved the red flag, and a member of the Commune made a speech abusing Napoleon Bonaparte, whose figure lay at the speaker's feet. The column was afterwards restored and it is still one of the noted monuments of the city.



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